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HENRY V. POOR, Editor.

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American Railroad Journal.

Saturday, June 12, 1852.

Milwaukee and Mississippi Railroad.

JOHN CATLIN, ESQ.,

President M. and M. R. R. Co.,

Sir: In compliance with your request, I have passed over one of the proposed routes of the extension of the Milwaukee and Mississippi railroad from Milton, to which point it is now located, to the Mississippi river at Prairie du Chien.

The road, as you are aware, is now in operation to Eagle Prairie, a distance of 36¼ miles; thence to Whitewater, a further distance of 13¼ miles, the grading will all be completed in the month of June ready for the superstructure. From Whitewater to Milton, a further distance of 12 miles, the line is located, and the contractors are getting on a large force which will complete it by the first of August. The ties for the whole distance to Rock river are purchased and delivered along the line of the road. If therefore the iron is on hand in time, every thing else will be ready, so that the road can be opened to Milton by the month of August, a distance of 62 miles.

From Milton, the route which I followed crossed the Rock river at the Indian ford, thence through Fulton and Cookville and along the valley of Catfish creek to Madison, the capital of the State. From Madison, the route followed, is along the east shore of the fourth lake and one of its tributaries, to the head waters of the valley of Black Earth creek, which is reached in about 8 miles from Madison. The route thence is down this valley to the Wisconsin river at Arena. From this point I examined closely both sides of the Wisconsin valley to its junction with the Mississippi river at a point four miles below Prairie du Chien, and thence up the valley of the Mississippi to that place.

From Prairie du Chien, I returned across the county of Grant in a southeasterly direction to Galena, and thence to Chicago.

My object in pursuing this course was to embrace as much country in my examination tnat would be tributary to our road as my limited time would admit of; that I might speak as well of the probable amount of business which would come upon the road, as of the general character of the route.

First then as to its feasibility. On this point I have already stated that 62 miles of the road are located and nearly completed, and eight more under contract, in all 70 miles. In this distance the maximum grade is 34·3 feet per mile, of which there is only 4000 feet; and the radius of the smallest curve 3000 feet, excepting a curve of 1900 feet at the Whitewater depot.

From Rock river to Madison, a further distance of about 30 miles, a preliminary survey has been made, which shows the route to be as favorable in point of expense, grades and curves, as the average of the 70 miles preceding it. We therefore know to a certainty the physical characteristics of one hundred miles of the route, being about one half of the entire distance.

From Madison for eight or nine miles, examinations sufficient have been made to determine that this distance is entirely feasible and within a moderate expenditure. This brings the route into Black Earth valley, down this and the valley of the Wisconsin and up the valley of the Mississippi to Prairie du Chien, a distance of about eighty miles, there is one uniform level plain on which the road can be constructed. I have never passed over the same extent of country any where, either prairie or anything else, over which a road can be constructed as cheaply, besides the course will be exceeding direct. There is one section extending from a point two miles east of Arena, down the valley of the Wisconsin to Richland city, a distance of about 24 miles, which may be a straight line.

The soil is a coarse sand, well suited for ballasting the road, and ties are everywhere in abundance. The Wisconsin river is navigable for steamboats some 150 miles above its mouth, and there are now three of a small class running regularly upon it. But lumber is rafted 300 miles down it. The current from the point where the route first strikes the river to its mouth, in low water cannot exceed 1½ mile per hour. This fact fully demonstrates the favorable character of the grades, the maximum of which will not exceed, I think, 15 feet to the mile, but a large portion of the 80 miles must be level, or nearly so. The result of my examinations therefore is, that the maximum grade will not exceed 34·3 feet per miles, of which there will not be more than one or two miles; and that a large portion of the line will be straight, and the grades level, or nearly so. In regard to the cost of the route, it is somewhat hazardous to venture an opinion without a location and a careful estimate having been made. But as 70 miles of the route are about completed, and under contract, we can judge by comparison with some degree of accuracy. This 70 miles when completed ready for use, with the necessary equipments, station houses, etc., will cost $1,250,000, or at the rate of about $18,000 per mile. It must be kept in mind that this portion of the road was the first constructed in the State, before it had been demonstrated, too, that railroads could be made to pay in the new western States; and therefore the work has been done to some disadvantage; having in consequence of its being a pioneer work in the state of Wisconsin, cost some $2,000 per mile more than the same work could now be contracted for. From Rock river to Madison a distance of 28 miles, I think it may safely be said, can be completed with the necessary additional equipment and station buildings for $16,000 per mile, and from Madison to Prairie du Chien, some 90 miles, at the rate of $14,000 per mile. In fact, 80 miles of this distance can be graded nearly for the superstructure, except the bridge over the Wisconsin, at $4 000 per mile—this would make the average cost about $15,000 per mile. That the road can be completed and fully equipped for $15,000 per mile, with a reasonable degree of good management, I have no manner of doubt.

Before leaving this part of the subject, I would state, that some have supposed, who have casually examined this valley, that it would be necessary in grading the road to cut through the "Bluffs," as they are called—these points are composed of a pliable sand stone, so easily pulverized, that an excavation can be made thro' them without blasting. There are but three points where it might become a question whether it would be economy to encounter the bluffs, or not. One of these points is at the shot tower and the other two below it, and the three confined to the north side of the valley. On the south side, it would be going out of the way to encounter them. It only remains for me to speak of the probable amount of business which will come upon the road when completed. In doing this, I do not intend to go into details, for the reason that I have not the time to examine and prepare them, nor do I think it essential. It is sufficient for me to know from actual observation, in order to form my opinion as to the profitableness of the work, that the route passes through a highly productive country, diversified with the richest of *level* and rolling prairie land, and extensive "burr oak openings" in the midst of plenty of timber for fuel and fencing, and well supplied with pure water, and with all, in a healthy climate.

The soil and climate admit of raising all the varieties of farming products, which the western States are celebrated for producing, in great abundance. It is no disparagement of the country to say, that the wheat crop has failed for three years in succession. The result of grain raising in all the States shows that it is attended with like periodical failures. Up to within three years time, no State in the Union raised more bountiful crops and a better quality of wheat than was raised in this State; and these same results will again be produced.

All that can be said in regard to the failure of the wheat crop is, that it has produced a temporary embarrassment in the country, but out of which a benefit will result to the farmers. Up to the time when the wheat crop failed, no other kind of grain was so easily raised, and consequently nothing else was attempted. The farmers are now diversifying their crops, and turning their attention to the raising of stock, for which no State is better adapted.

The building of this road is to give a great stimulous to the farming interest of the State, and indeed to all other kinds of business: every acre of land which comes within the influence of this road will be doubled and trebled in value as soon as it is completed. In the spring and fall, when the farmers would most prefer to haul their produce to market, as the navigation is then open, the roads are literally impassible except in the few cases where plank roads have been built. The soil is a deep black vegetable earth, which makes it so productive, but which renders it the worst kind of material for common roads.

The route which I have described also passes through extensive beds of lead ore, from which large quantities of lead are annually transported by teams to the Mississippi or Milwaukee, and a considerable amount over very inferior roads from 100 to 120 miles to Milwaukee, for shipment. This must furnish an article of considerable freight upon the railroad. From Milwaukee to the Wisconsin river, the country must be supplied with pine lumber for building purposes, either from that river, or from Lake Michigan; and as the country increases in population, the demand for this article must also increase, which must at once, and is certain to be, a large item of freight for the railroad.

The Wisconsin river extends about 300 miles above the point where the road first approaches it, into one of the most extensive pineries in this western country; from which is sent down annually immense quantities of pine lumber in rafts to various points on the Mississippi river. I can see no reason why the supplies for this large population engaged in lumbering will not find its way over our road to the Wisconsin, and then up that river, instead of first coming to Galena, as at present, and then up the Mississippi and the Wisconsin, to the point where our road reaches the latter, 190 miles above Galena, which could not fail of making a large traffic.

I have enumerated some of the principal scurces of local business on which the road can rely, and although stated in general terms, yet it seems to me they must be sufficient to convince any one that they will afford an ample return for the investment in the road. But when I add that this road being about 190 miles in length, connects on the west with the Mississippi river, which is navigable for 1,800 miles below, and 800 miles above, the point where the road terminates, with 1,000 miles of lake navigation on the east, and that each floats a commerce almost unequalled, it does seem to me that the question of the profitableness of the investment in the road is put beyond a question.

There are now three roads in the course of construction from Lake Michigan to the Mississippi river; two radiate from Chicago, one terminating at Rock Island and the other at DuBuque; and the third from Milwaukee, and terminates at Prairie du Chien.*

These roads are practically about the same distance apart on the Mississippi, it being about 100 miles from Rock Island to DuBuque, and about 60 miles from DuBuque to Prairie du Chien; they are also about the same length, from 180 to 190 miles each. The cost of the Rock Island road will be about $25,000 per mile; the Chicago and Galena road, as far as Freeport, about $20,000 per mile; and from Freeport to DuBuque, a distance of 67 miles, about from 30 to 40,000 dollars per mile.

The grades and curves of the Rock Island road I am not informed of, but presume them to be very favorable. On that portion of the Chicago and Galena road, coming east from Galena, there are six miles in connection of 42 feet per mile, and the summit is 512 feet above Lake Michigan. On the Milwaukee and Mississippi road the maximum grade is 34·3 feet per mile, and the summit is 500 feet above the lake. Such briefly are the physical features of the several routes; and as between the Chicago and Galena, and the Milwaukee and Mississippi, the grades and height of summit are in favor of the latter. Now as the great bulk of the business which is to pass over the entire length of a railroad between Lake Michigan and the Mississippi river, is to pass to and from the Upper Mississippi, Northern Iowa and Minnesota, it becomes important to consider the position of each road with reference to it.

In the first place, for the business here claimed, I think the Rock Island road could not be said to be in a position to compete with either of the other two, as it is too low down the river. The competition, if there be any (certainly there will be no occasion for any, as each will have all it can do without attempting to draw from its neighbors,) will be between the two latter.

For the travel passing between the east and the Upper Mississippi, I propose to take Chicago as the common point, which is certainly giving the Chicago and Galena road all it can claim. From Chicago to DuBuque the distance is 187 miles; thence to Prairie du Chien by steamboat up the Mississippi, the distance is about 65 miles.

Again from Chicago to Milwaukee, by steamboat on Lake Michigan, the distance is 90 miles; thence by the Milwaukee road to Prairie du Chien the distance is about 190 miles—the two routes are therefore essentially equal in respect to the aggregate distance of each, and in their respective proportions, of railroad and steaming. Taking into consideration the superiority of the lake navigation over the navigation of the Mississippi river, and the fact that we have 100 feet less summit than the Chicago route, and much better grades, I am quite confident that we can make the distance between Chicago and Prairie du Chien, via Milwaukee, in less time than it possibly can be, by Galena. It is also important to consider the position of the terminus on the Mississippi river in respect to the surrounding country, and also in respect to the commerce of the river. Prairie du Chien, the point I have chosen as the terminus of our road for the present purpose, is a level tract of land, extending about eight miles along the river, about 1¼ mile wide, and about equi-distant above and below the village. The approach to the river at this point is very favorable, and the shore is straight for some two miles, and presents a natural levee, so that an interchange of freight and passengers can, at all stages of the water, be made between the steamboats and railroad.

It is stated by those familiar with the Mississippi, that there are but two other points below this as favorably situated, to wit: Rock Island and St. Louis. Nearly opposite Prairie du Chien, is a valley running back into Iowa, which affords a natural outlet for the freight and travel of the northern portion of that State, and where a railroad may be constructed at a moderate cost. In fact it was the point selected by Mr. Whitney for his railroad to the Pacific. The northern portion of Iowa is settling rapidly, and will furnish a large business for a railroad. Minnesota is also settling rapidly, and is more accessible, as is all the Upper Mississippi country, to Prairie du Chien than any point below it. In fact, Prairie du Chien was settled as a trading post by the "American Fur Co.," on account of its ease of access to a large tract of country.—We therefore shall have at least an equal advantage with the other route for the *through travel* between the east and the country bordering the Upper Mississippi. But when the railroad along the lake shore, from Chicago to Milwaukee, is completed, the surveys for which are now being made, we shall be able to offer superior advantages for the through passenger business. It is also expected that a connection will be in a short time formed across Lake Michigan, from Milwaukee to the mouth of Grand river, with a railroad across the State of Michigan, either by the extension of the Detroit and Pontiac railroad through the capital of the State and down the valley of Grand river—an application for a grant of land to aid which is now before Congress—or by a branch from the Central, or perhaps by both. This will shorten the route

* In the present communication I have considered the road as terminating at Prairie du Chien. I would however state, that there are other points, and other routes, than the one I have described, which will require to be carefully examined before the final location is settled.

about 150 miles, and make it the quickest and pleasantest for the through travel between the east and the Upper Mississtppi.

In regard to freight and the great proportion of immigrant travel, this will be the route, as it will always be the cheapest and quickest. At all events it has 150 miles less water transportation. The great bulk of freight and immigant travei will always pass around the lakes to and from Buffalo, Dunkirk, etc. No railroad will ever be able to compete with the lakes in the transportation of freight, which may now be sent around the lakes, 1,000 miles, at the rate of $1 50 per ton.

By the comparison which I have made between this and the other two routes leading to the Mississippi, I have not intended to detract one particle from their just claims. They occupy important positions and will always have as much business as they can do, and will rank among the best paying railroads in this country. But I claim an equal importance for this route, and have endeavored by comparing it with those, and by stating its advantages and resources to show that the claim is well founded.

As soon as the Milwaukee and Mississippi railroad is in operation to Whitewater thirteen and a half miles beyond where it is now completed, it will need no further arguments to prove its profitableness. It will then be at a point where it can begin to command the business of the country and must pay a large interest upon its cost. This point will be reached in about six weeks time.

All of which is respectfully submitted,

EDWARD H. BRODHEAD, Chief Engineer.

Milwaukee, June 1st, 1852.

New Locomotive.

The Lowell News notices a large locomotive just built by the Lowell Machine Shop company for the Hudson River railroad.

It is a large and splendid thing, with somewhat of a new model, the connections being all on the outside, and the boiler being let down as low as the axle of the drivers. Its drivers are 7 feet in diameter—piston stroke 22 inches—18 inch cylinder—steam ports 18 inches long by 1 1-4 inches wide, and the exhaust port 14 by 3 1-4 inches wide—diameter of boiler 42 inches—with 139 copper tubes 12 feet long and 2 inches in diameter on the outside, running through the boiler. Weight, when equipped for the road, 55,275 pounds—empty 50,250.—The tender, when filled with wood and water, weighs 35,200 pounds—when empty, 16,565. This locomotive is intended for great speed, to compete with the boats on the Hudson between Albany and New York.

New Hampshire.

Northern Railroad.—At a meeting of the stockholders of this road, held at Concord, New Hampshire, yesterday, the following gentlemen were elected directors for the ensuing year:—Onslow Stearns, John R. Brewer, George W. Nesmith, William J. Walker, Joseph B. Walker, John A. Burnham, George A. Kettell.

Important Railway Consolidation.

It is stated upon reliable authority, that it is contemplated to unite the New York and New Haven and Hartford, New Haven and Springfield railroad companies, making one stock and one interest from the city of New York to Springfield. Both these companies have petitioned the Legislature of Connecticut now in session at New Haven, for the necessary powers to enable them to carry out this project.

The River Amazon.

THE MEMORIAL OF LIEUTENANT M. F. MAURAY,

(Presented in the Senate, by Mr. Hunter, of Virginia, May 10, 1852.)

To the Senate and House of Representatives in Congress assembled, respectfully showeth—

That he has for a number of years been engaged with investigations concerning the winds and currents of the sea, particularly as it regards their bearings upon commerce and navigation.

In the course of these investigations, many facts and considerations have been suggested which have a practical bearing upon some of the great interests of State, and your memorialist hopes, therefore, that he may be pardoned for spreading before your honorable body some of the results and conclusions to which he has been led.

On account of the currents which flow through, and the winds which blow over, the Gulf of Mexico, the Gulf of Mexico is, for many of the practical purposes of commerce and navigation, a closed sea. Hence commercial men and navigators have maintained that the real outlet of the Mississippi river to the ocean is not at Belize, but in the straits of Florida.

Similar agents have placed the commercial mouth of the Amazon, not where the river empties into the ocean, whi h is under the equator, but they have removed it far up into the northern hemisphere, and placed it near the commercial gateway of our own Mississippi.

If drift wood from the Andes, in the interior of South America, be set afloat upon the head-waters of the Amazon, and if another log be felled from the Rocky Mountains, in the interior of North America, and cast upon the head waters of the Missouri, these two pieces of drift, taken to represent the currents of their rivers and of the seas into which they may empty, will each, obeying the force of the winds and set of the currents, be drifted out upon the broad ocean through the Florida pass.

The prevailing winds at the mouth of the Amazon are the S. E. trade winds, and no vessel coming out of the mouth of that river can stand to the southward on account of the winds and currents, both of which are directly in the teeth of all sailing vessels that attempt to steer such courses.

Passing a few leagues to the north, the outward bound Amazonian then enters the region of the N. E. trade winds, which compel her, unless she be bound into the Carribbean sea, to stretch off to the northward and westward until she has passed through the region of the N. E. trades, and gained the parallel of 25 deg. or 30 deg. north, by which time she finds herself off our own coast.

Now, this is the cause of all vessels under canvass from the Amazon, whether they be bound to Rio de Janeiro, in Brazil, to India, or to Africa, or any of the markets of the Pacific around Cape Horn, or to the commercial marts of Europe. Be their destination what it may, unless along the Spanish main, or through the Carribbean sea, they must first steer north to cross the belt of N. E. trades, and in doing so, they must pass by our own doors.

Therefore, for the peaceful and practical purposes of commerce and navigation, there is but one highway from the mouth of the Amazon. On that highway the southern Atlantic ports of the United States occupy the position of half-way houses on the great market way that is some day to lead from the valley of the Amazon to the rest of the world. That market way we overlook. The winds and the waves have placed the keys of it in our hands. Let us not, by non-use, suffer it to fall into the hands of others.

If we regard the whole continent of America at one view, we observe, that in the equatorial regions, it is nearly cut in twain to receive an arm of the sea, skirted on the east by the chain of islands, the Great and Little Antilles, which extend from the peninsular of Florida on the north to the mouth of the Orinoco on the South; that this land-locked arm of the sea is separated from the Pacific on the west by a narrow neck of continent called "the Isthmus." On the north this same arm of the sea receives the drainage from the valley of the Rio Grande, the Mississippi, and the Alabama rivers; on the south the surplus waters of the Amazon, the Orinoco, the Magdalena, and Atrato, are emptied into it also. This sheet of salt water may, therefore, be treated of as an expansion of the Mississippi on the north, and of the Amazon on the south.

Regarding this magnificent marine basin as a commercial receptacle, we may search the world in vain for another such feature in physical geography wherewith to compare it. It is unique. And for its commercial capabilities, it must forever remain unsurpassed and unequalled.

It has a semi-continent on the north, and another on the south. When it is seed time on one side of this continental receptacle of agricultural and commercial wealth, it is harvest time on the other.—Being between the two hemispheres, with their opposite seasons, it will have a round of crops always in the market. Six months after the first delivery of the new crop from the north, a fresh crop from the south will be in the act of coming forward.—The Mississippi river gives drainage and a commercial outlet to the largest and most fertile valley of the northern hemisphere. The river basin of the Amazon (for the Orinoco is connected with it by a natural canal, and therefore belongs to the system) is the largest and most fertile in the world.

The Mississippi, taking its rise near the parallel of 50 deg. north latitude, runs south. At every step it changes its latitude; with its latitude its climates are changed; with its climates the productions on its banks are also changed. Consequently, the trader, as he descends the Mississippi, beholds, at every turn, some new article of produce—some fresh variety of merchandize offering for commerce. And by the time he crosses the tropic of Cancer, and bounds out through the commercial mouth of this river upon the blue waters of the Atlantic ocean, he will have crossed the climate and the region for every agricultural staple, and ranged through all the capacities of field and forest in the northern hemisphere, from barley, furs, and peltries, down to the list of tropical productions.

The Amazon, on the other hand, runs east, and its navigable tributaries, flowing both from the north and the south, push the intertropical varieties from field and forest, far down towards the circle of Capricorn, in the other hemisphere.

The Mississippi has but reached the sugar-producing latitude, where it expands out upon the Gulf of Mexico. The Amazon takes up the list where the Mississippi leaves it; and, commencing with sugar, it yields in great profusion, and of fine quality, coffee, cochineal, cocoa, cotton, tobacco, hemp, indigo, india-rubber, wax, gums, drugs, and resins. With cabinet woods and dye-stuffs of great beauty and of infinite variety, this splendid river basin completes the commercial round by the addition to the above list of many other articles from the field, the forest, and the mine, of rare value or great worth. In the commercial circle, these two river basins are the supplements of each other—when one lacks, the other has to spare.

The foundations of commerce rest upon diversity of climate; for without diversity of climate, there can be no diversity of productions, and consequently no variety of produce, which begets barter, and thus gives rise to commerce.

The continent of Europe, extending from the Polar basin, reaches no further to the south than the parallel of 36 deg. north; consequently, none of the climates due any of the parallels between 36 deg. north and the equator are to be found in Europe; and if not the climates, certainly not the productions.

Now, it is a fact in physical geography that is worthy of remark in this connection, where the continent of Europe ends, at that degree of latitude begin the river basins of India, which, extending from the parallel of 36 deg. north far down into the intertropical regions of this hemisphere, have enriched with their produce and their commerce every nation of Europe that has ever ventured abroad with her merchantmen in search of it. And why? Simply because the latitudes and the climates, and consequently the productions of India, were not to be found in Europe; and the Europeans wanting them, sent to India for them. In like manner, the people of India wanted the productions of Europe. Hence barter and the foundation of all commerce may be referred to difference of latitude and climate.

But to exchange the produce and the merchandize of the north frigid and north temperate for the north torrid zone, the European had to encounter a

tedious and dangerous navigation, and he had withal to compass such a distance, that the time taken for his vessel to go and to come once, occupied the full year.

On the other hand, we have at our very doors this great valley of the Amazon, with all, and more than all, in the climate and soils and agricultural capabilities of India twice told.

The distance under modern improvements of navigation, from our southern ports to the mouth of the Amazon, in not as many days as India used to be in months from Europe.

The valley of the Mississippi extends, according to the computation of physical geographers, over an area of 982,000 square miles, that of the Amazon and its confluents, with the Orinoco as one of them, embraces that vast area more than twice over. The great Amazonian valley is said by the same authority to cover an area of upwards of two millions of square miles in extent.

The Mississippi river is computed to afford a litoral navigation of 15,000 miles in length; some put it down as high as 20,000. But the Amazon and its majestic tributaries wind through an inland navigation to such an extent that, if stretched out in one line, its length would be enough to encircle the earth three times. It is set down as high as 80,000 miles. The Amazon is said to be navigable for vessels of the largest class up to the foot of the Andes. The *Pennsylvania* 74, may ascend that high.

And so traversed with navigable streams and water-courses is the great Atlantic slope of South America, that there are in it no less than 1,500 miles of "furos," or natural canals, through which it is practicable for vessels to cross from one river over into another.

Were this valley settled upon and subdued to cultivation, "the Indies," in a commercial sense, would thereby be lifted up and placed at our doors, for all the productions of the East flourish there; and so jealous and afraid of such a result was Portugal, in her day of East India possession and commerce, that by a royal ordinance it became unlawful to cultivate in the great Amazon basin a single drug, spice, or plant of East India growth or production.

The republics of Ecuador, Peru and Bolivia have large and rich provinces upon the head navigable waters of the Amazon, so that the free navigation of that river, or an exchange with Brazil, and the other powers concerned, of the free navigation of the Mississippi for that of the Amazon and its tributaries, would at once, and without more ado, give rise to a considerable commerce. As to its prospective value and importance it is useless to speculate.

The navigation of the Amazon would divert from the Pacific coasts of those republics a valuable portion of that trade which now goes around Cape Horn, and reaches this Amazonican water shed by transportation on the backs of sheep and asses, across the summits of the Andes.

A remarkable feature in the profile of the South American coast line is its want of articulation.

The shore-line of that part of the world is almost as stiff and rigid as the three sides of a right-angled triangle, which it resembles. It is without any considerable indentation; and nowhere among the southern continents do we find those jutting promontories and peninsulas, or those encircling arms and gulfs of the sea, which in the Northern hemispheres so increase the length of the shore-line and give that articulation to the continential profiles which enables ships, as in the Mediterranean, the Red Sea, the Gulf of Mexico; about the peninsula of India, and the northern seas of Europe, to sail up into the interior, and penetrate with commerce the very heart of countries, that, but for such indentation of shore-line, would be thousands of miles from the sea and its commerce.

At best trading vessels by sea can but fringe with commerce the outskirts of South America, for its shore-line, as already mentioned, is without indentation,—As yet, the heart of that country has never been touched; and unless its magnificent rivers and majestic sheets of fresh water be opened to navigation, the commercial enterprise of the world never can reach the great interior of South America. Naturally the whole of that continent, except the narrow strip between the summit of the Andes and the Pacific ocean, slopes down to the Atlantic. It is tributary to the Atlantic, and into the Atlantic it is destined to pour its commerce. The country drained by the Amazon and La Plata embraces an area larger than the continent of Europe. The navigation of those streams would divert a large portion of the Cape Horn trade, and throw it at our feet; for we perceive, from the statements already made, that on account of the winds and currents of the sea, the mouth of the Amazon is in close physical connexion with our southern ports—and to make that connexion one of business, profit and friendship, we have but to devise a plan which, by encouraging commerce and navigation there, shall, with the concurrence of the other powers concerned, give an impulse also to the settlement of that valley, and secure to our merchants the right of trade up and down that river on fair and liberal terms.

Bearing in mind, therefore, all these things, and taking into consideration the geographical position of that river basin, and our climate with regard to its outlet—considering its climates, its soils, its resources, and its capabilities; that the foundations of its prosperity are to rest on a liberal commercial policy, and that its industrial pursuits must receive a tone, character, and direction from those who conduct that commerce—considering that it is the policy of the United States to cultivate the relations of peace with all nations through the bonds of mutual interests and good will—considering also, that this river basin is for the most part a wilderness, and that it is, therefore, like wax, to receive impression from commerce—considering, too, that the laws of Brazil touching immigration into that valley are said to be of the most liberal character—considering, moreover, the toleration of those laws; and the classes of people who are already there;—considering all these things, let it be repeated, your memorialist is deeply impressed with the importance of the subject. He beholds in it a question of immense magnitude. The question of navigation and commerce with the Amazon, and up the Amazon—the greatest river, and the most fertile river basin in the world—is the greatest commercial question of the day.

The bearing and influence of such a question upon the future well being and prosperity of this country cannot, for their scope and extent, be taken in, unless by the most expanded view of the most far-sighted statemanship.

Your memorialist, therefore, prays for such constitutional and rightful legislation on the part of your honorable bodies as shall tend to encourage commerce and navigation with that magnificent water-shed. Among the collateral results incident to judicious course of legislation now upon such a subject, may be counted sooner or later, a tide of immigration there, followed by settlement and village, which in turn will lead to the developement of the boundless commercial resources of that unparalleled region, and to the establishment of those business ties, social relations, and happy connections which active commerce and frequent intercourse never fail to beget between nations.

Immagine an immigrant—a poor laboring man he may be—to arrive from the interior of Europe as a settler in the valley of the Amazon. Where he was, his labor could but support himself in the most frugal manner, and then he was no customer of ours. But in his new home, where, with a teeming soil and fine climate responding to his husbandry, and where the labor of one day in seven is said to be enough to crown his board with plenty, he works with his wonted dilligence, and out of his abundance he has wherewithal of his produce—coffee it may be, or drugs, or spices, or cocoa or rice, or tobacco, or some other of the great staples of that valley; but be what it may, he has enough to give largely in exchange with us for all the manufactured articles, whether of fancy, necessity, or luxury, that he craves the most. In the long list of what the immigrant there will require of us may be included that great assortment of goods known as "Yankee notions;" also pickled beef and pork, hams and flour, butter, lard, and the like, for the climate of the Amazon is not favorable to the production and stowage of any of these things. It is peculiarly unfavorable to the curing of meats and the grinding of flour; it is aiso unfavorable for all indoor occupations. And in the settling up of the valley of the Amazon, considering that New York and Boston are but eighteen or twenty days under canvass from the mouth of that river—considering that the winds are fair for going, and free for coming; and the Atlantic ports of the United States are the only market places for which the winds are thus propitious, considering all the physical advantages which we thus enjoy, and regarding this immigrant as the type of a class—it may be expected, whenevhr the tide of immigration, guided and sustained by American enterprise and energy, shall begin to set into that valley, that New York and Boston with the manufacturing states, will have to supply these people with every article of the loom or the shop, from the axe and the hoe, up to the gala dresses and river steamers.

The man, therefore, who in his native Europe, could not buy a cents worth of American produce, simply by being transferred as a settler in the valley of the Amazon, becomes at once a producer, and one of the best customers to American merchants that it is possible for a commercial people to have; and Europe is ready, as soon as American commerce backed by American energy, shall give the world tangible evidence of the riches and resources of that county, to pour forth its hordes into it.

Not only so would its settlement enrich us, but in other respects also it would add to our national greatness and prosperity; for it may be set down as an axiom in political economy, as true as is the Catholic proposition of geometry, and in order that communities of men may forsake the land, take to the sea, use it and become seamen, it must be easier to earn a living at sea than on the land belonging to such communities.

Hence we find the severe climates and barren soils of the north sending forth their young men in crowds down to the sea for a living; but never will men, and never have men been known to forsake cheap lands, rich soils, and fine climates, for the sea life.

The valley of the Kenebec and the Merrimac, and the shores of Cape Cod, may send forth of their yeomanry to make sailors of; but we have never yet heard of young men in any considerable numbers, forsaking their homes in the teeming valley of the Mississippi, for the dangers, the hardships, and the scanty fare of the common sailor at sea.

And neither will the immigrant or his son forsake the mild climate and kind soil of the Amazon, for the sea. American merchants, American ships, and American sailors, will therefore be the chief competitors for the fetching and carrying of all that trade to which, in process of time, two or three hundred millions of people in the valley of the Amazon, and which it is capable of sustaining, will give rise.

The commercial future of that valley is the most magnificent in the world.

It belongs mostly to Brazil, and our trade with Brazil is already greater than it is with any other country whatever, excepting only England and France.

From the United States to Rio the voyage is long and uncertain, and our merchants are falling into the habit of conducting their Brazillian correspondence through England. There is a monthly line of steamers thence to Rio; its time of going is 29 or 30 days; the average sailing passage from New York to Rio is from 40 to 50 days. Hence it is more convenient for the business man to send his letters via England.

Now, there is a line of steamers from Para, at the mouth of the Amazon, to Rio. A line from Norfolk to Para, equalling in speed the Collins line to Liverpool, would make the passage in eight or ten days. At the same rate the distance to Rio might be accomplished in another week or ten days, thus bringing that great commercial mart of South America within twenty instead of forty days of our business men.

All the lines of ocean mail steamers that have yet been directly encouraged by the United States government on the waters of the Atlantic have their terminus in New York.

No direct encouragement to steamship enterprise has been given by the government to any port south of New York.

Your memorialist is opposed to centralization, and therefore for this, as well as for other reasons, prays that Norfolk or Charleston, or some other southern Atlantic port, may be made the terminus

of a line of United States mail steamships to Para, touching at Porto Rico, and such other West India Islands as may be agreed upon.

Another reason why the preference in this enterprise should be given to a southern port, is the distance, for the southern ports are nearer than those of the north to the mouth of the Amazon. And to ask that these steamers should pass by southern ports with South American correspondence, to be landed at the north and sent back through the mails to the south, would seem both unfair and unreasonable to your memorialist.

Moreover, he has ventured to specify only one of a series of measures which it may be necessary to adopt, in order to develope, for the benefit of American navigation, the great commercial wealth of the Amazon. He contents himself with specifying this one, because in his judgment, it is highly expedient and of pressing importance.

And, as in duty bound, your memorialist will ever pray, &c.

M. F. MAURY.

Pennsylvania and Ohio Canal.

At a meeting of the Pennsylvania and Ohio canal company, held on the 21st inst., Francis Freeman, Frederick Kinsman, Samuel Quinby, Jacob Perkins, Seth Day, Hyman Gratz, and Thomas Webb were chosen directors. Henry W. Smith and Jas. F. Porter have been appointed State directors by the government of Ohio. Thomas D. Webb was elected president, and Saml. Quinby secretary and treasurer.—*Warren Transcript.*

Statistics of Railroads in Massachusetts.

Below we give an extract from a report of the committee of investigation upon the Western railroad, Massachusetts, which presents some interesting statistics in reference to the cost of transportation by railroad.

Cost of maintenance of way and of repairs of engines and cars, on each of the following roads, per mile run by trains, from 1846 to 1850 inclusive—five years.

Road.	Miles run by trains.	Maintenance of way. Dollars.	Ditto. per mile. Cents.
Western	3,696,713	600,049	18·66
Boston and Worcester	2,063,632	321,521	15·72
Boston and Me.	1,812,422	206,136	11·37
Fitchburgh	1,557,937	127,307	8·17
Boston and Lowell	1,202,088	269,440	22·41
Eastern	1,856,136	142,048	10·45
Boston and Providence.	1,165,079	152,328	13·07
Old Colony	901,543	95,734	10·57
	13,755,550	2,004,536	14·57

Road.	Repairs of engines and cars. Dollars.	Ditto per mile. Cents.	Total per mile. Cents.
Western	547,651	14·56	33·22
Boston and Worcester	355,621	17·23	32·95
Boston and Me	191,209	10·55	21·92
Fitchburg	148.356	9·39	17·56
Boston and Lowell	296,380	24·65	47·06
Eastern	97,659	7·20	17·65
Boston and Providence.	133,136	11·42	24·49
Old Colony	109,318	12·12	22·69
	1,879,330	13·66	28·23

The above table contains the cost of maintenance of way, and repairs of engines and cars, per mile run, in five years, (1846 to 1850 inclusive,) on the Western, Boston and Worcester, Boston and Maine, Boston and Lowell, Fitchburg, Eastern, Boston and Providence, and Old Colony railroads.

It will be seen by this table that, during the five years specified, the aggregate of miles, run by all the trains, on all the roads named, amounted to 13,755,550 miles; and that the aggregate sum expended by all for maintenance of way, was $2,004,563; and for repairs of engines and cars, $1,879,330; and that the total expenditure, for both these objects, was $3,883,893.

The table will further show the average amount expended by each road, per mile run, during the five years.

The general result furnished by this table is this:—

The average sum paid for maintenance of way by any one road, per mile run, by trains, during the five years, was 22·41 cents. The least average of the same was 8·17 cents; and the mean of the whole was 14·57 cents.

The largest sum paid for repairs of engines and cars, for the same time, per mile run, was 24·65.—The least average of the same was 9·39; and the mean of the whole was 12·66 cents.

The largest average sum paid by any one road, in any one year, for maintenance of way and repairs of engines and cars combined, was 49·8 cents; and the least sum paid by any one road for both 11·4 cents; and the mean of the whole was 28·23 cents per mile, run for both.

In the case of the Western, its maximum (1847) for both was 39·4 cents, its maximum (1850) was 30 cents, and its average for the five years 33·22 cents.

The following table exhibiting the quantity of work done in five years, [1846 to 1850 inclusive,] on each of the following roads, expressed in passengers carried one mile and in tons of freight carried one mile; also the gross expenses of each road for the same period. For the purposes of this comparison the cost of transporting a passenger one mile and a ton of freight one mile is assumed to be the same.

Roads.	No. of pass. and no. of tons carried 1 mile aggregate.	Gross expenses.	Cost per passenger or per ton per mile carried.
Western	213,925 952	$2,937,593	1.373 cents.
Bost. & Wor.	126,499,466	1,899,845	1.502 "
Bost. & Me.	92,997,700	1,237,515	1.330 "
Fitchburg	82,702,400	1,077,169	1.302 "
Bost. & L'ell.	82,227,452	1,258,519	1.535 "
Eastern	74,720,643	985,066	1.318 "
Bost. & Prov.	50,118,288	860,220	1.716 "
Old Colony	36,198,135	721,912	1.994 "
	759,390,026	10,977,839	1.445 cents.

The above table, it will be seen, contains a statement of all the work done on all the roads before named in five years, [1846 and 1850 inclusive.] It exhibits also the entire cost of doing the work; that is to say, all three classes of expenses are included, being the amount expended of every kind, except interest on capital.

The general result furnished by this table is as follows:—

759,390,026 passengers or tons of freight were transported one mile on all roads named, during the five years specified, at a gross cost of $10,977,839; and to do this work the trains ran 13,765,550 miles. The table will show that the maximum cost was 1,961 cents per passenger or per ton, carried one mile; that the maximum cost was 1.302 cents; and that the mean or average of the whole was 1.445 cents per mile. In the Western, its figures stand: 213,925,952 passengers or tons carried one mile, at a gross cost of $2,937,593; and the average or mean cost, 1.373 cents per mile.

The following table shows the useful effect produced—being the amount of available or paying work done for each mile run by trains in the five years, [1846 to 1850 inclusive,] expressed in passengers or in tons, carried one mile.

The general result is this:—

13,755,550 miles were run by trains, 759,390,026 passengers or tons of freight were moved one mile, and the average number of passengers or tons of freight carried for each mile run by trains was 54,-12. The maximum number was 68·4; the minimum 40·0; mean 54,12.

In the case of the Western 3,696,713 miles were run by trains; aggregate of passengers and tons carried, 213,925,952: average number carried for each mile run, 57·9.

It will be observed that no allowance has been made to compensate for the 2,000 feet and upward of elevation which the Western road has overcome between Albany and Worcester, nor for the heavy grades by which the principal summits are passed. It is plain to be seen, however, that with grades not exceeding those of the roads with which the comparisons are made, a large increase in the number of tons transported for each mile run would be exhibited in the table.

Table exhibiting the useful effect, or work done, for each mile run by trains on the following roads from 1846 to 1850, inclusive, expressed in passengers and tons of freight carried one mile.

Roads.	Aggregate of miles run by the trains.	Aggregate of pass. and tons of freight.	Average number carried for each mile.
Western	3,696,713	213,925,952	57·9
Bost. & Wor.	2,063,632	126,499.456	61·3
Bost. & Maine.	1,812,422	92,997,700	51·3
Fitchburg	1,557,937	82,702.400	53·8
Bost. & Lowell	1,202,088	82,227.452	68·4
Eastern	1,356,136	74,720.643	55·1
Bost & Prov.	1,165,079	50,118,288	43·0
Old Colony	901,543	36,198,135	40·0
	13,755,550	759,390,026	54·15

The Mississippi and its Tributaries.

The St. Louis Christian Advocate of a late date, contains a highly interesting article on the "Topography and Hydrology" of the Mississippi and its numerous tributaries. The author was unable to ascertain precisely the distance to which each stream was navigable; but he was satisfied himself that the aggregate exceeds *twenty thousand* miles. From this fact some idea may be formed of the vast influence which this stream and its tributaries are to exert upon the commerce and industry of the North American continent. It will be seen from the recapitulation which we subjoin, that the total length of "the Great River," with all its parts, is 51,000 miles.

Rivers.	Miles.
Mississippi and its tributaries, not including those given below, aggregate length	14,381
Red and all tributaries—aggregate length	4,125
Arkansas " " "	5,540
White " " "	1,650
Ohio " " "	10,750
Missouri " " "	12,170
Illinois " " "	1,270
Wisconsin " " "	675
Mississippi, with all its inlets	50,561
Outlets of bayous (in all)	439
Total length of "The Great River," with all its parts	51,000

The New Orleans Chamber of Commerce have memorialized Congress, on the importance of removing the existing obstructions to commerce at the mouth of the Mississippi, and state that some idea may be formed of the immensity of the outward current of trade through it from the average annual quantity of value of the following articles, which are the chief but by no means the whole of the productions of the south and west which seek their market through this obstructed channel.

		Value.
1,000,000	bales cotton	$35,000,000
60,000	hogsheads tobacco	4,500,000
50 000	hogsheads sugar	2,500,000
100,000	barrels molasses	900,000
600,000	barrels flour	2,400,000
375,000	barrels pork	4,500,000
59,000	hogsheads bacon	3,500,000
1,150,000	kegs lard	4,200,000
52,000	barrels beef	364,000
400,000	pigs lead	1,200,000
800,000	sacks corn	800,000
	Making together the sum of	$59,904,000

Add to this a variety of other products, amounting by well authenticated records to $30,000,000, and an aggregate of $90,000,000 will be shown to be the amount of this outward current of trade.

They state also that within the last few weeks nearly forty ships have been aground on the bar, for various periods, from two days to eight weeks; some of which were compelled to throw portions of their cargo overboard, and others to discharge cargo into lighters, before they could be got through the channel, occasioning heavy expense to the goods, and great straining and injury besides involving pecuniary losses which cannot be estimated at less than $500,000.

They further state that the duties of importations on foreign productions brought into the country

through this channel within the last year, and collected in the city of New Orleans, was $2,260,790; which added to $700 000 calculated there, but collected in the ports of Cincinnati, Louisville and St Louis, making a total of nearly three millions of dollars of revenue which goes into the coffers of the Federal Government.

The advantages obtained by means of this twenty thousand miles of navigable rivers are unequalled in any other nation or section of country of the same dimensions, and when are added to this distance, the thousands of miles of lake, river, canal and railway navigation, now in operation and progress in this country, there will be found an aggregate of over fifty thousand miles of inland navigation; all useful and navigable, to a certain extent well employed. By reason of some natural obstructions, or periodical accumulations, some of the water routes are much impaired in their capacities. Among these are the obstructions at the mouth of the Mississippi, and the bar in the Hudson, at Castleton, the most important outlets of our inland commerce.

These are both works which have in former years been under the protection and care of the Federal Government, whence it is now most natural to look for aid. The prolonged existence of these impediments would be seriously felt by our foreign commerce as well as by the cities on the sea board as both are in a great measure dependent on the inland country, which sends forth its products by these channels, for their heavier and more bulky articles of food and commerce. And no sooner will our foreign commerce commence to droop from these causes, than the resources of the government will suffer a comparative diminution; the revenues of the country will be cramped, and the stimulous which is now urging forward new lines of improvement by the promise of rich rewards in the returns of both inland and foreign commerce, will lose its vitality, and its power of momentum will disappear.

This view of the subject renders it a matter of the highest importance that these obstructions should be removed speedily, and that all proper encouragement should be extended by the Government to internal improvements. Good policy dictates such a course as favorable to commercial advancement no less than as a protection to the ordinary revenues, requisite to defray the expenses of the Government.

Great solicitude is also expressed by those interested in lake and river navigation, for the construction, at the expense of the Government, of a Ship Canal around the Falls at Saute Ste Marie, and another around the falls of the Ohio near Louisville, together with the construction of some lake piers and light-houses and the removal of obstructions on the St. Clair flats and at the mouths of several harbors. All these are in a greater or less degree important as effecting the facilities for transportation on the great inland routes.

We are happy to see the Chambers of Commerce in different cities taking decided action on this subject, with the intent to impress Congress with some sense of its importance, and it is also gratifying to know that that body has the subject under consideration, and a bill before it embracing appropriations for some of the above mentioned objects. It is to be hoped it will favor the subject with that investigation commensurate with its magnitude, and take measures to insure for the future the same unparalleled success in commercial pursuits, which has thus far attended the career of this country.

Receipts of Produce at Tide-Water.

The quantity of Flour, Wheat, Corn and Barley left at tide-water, during the fourth week in May, in the years 1851 and 1852, is as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu
1851....	137,499	66,615	356,303	33,078
1852....	137,811	192,218	261,261	13,196
Inc...	312	Inc.123,603	Dec.97,042	Dec.19,882

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period of last year, shows a decrease of 217,243 barrels of flour.

The following table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to 31st May, inclusive, during the years 1850, 40 days; 1851, 47 days; 1852, 42 days:—

	1850.	1851.	1852.
Canal open	April 22.	April 15.	April 20.
Flour, bbls	373 489	740,814	472,861
Wheat, bush	107,224	327,176	583,226
Corn, do	509,793	1,749 853	860,767
Barley, do	105,714	86,271	60 880
Rye, do	91,515	50 617	73,125
Other grains, bush.	290,432	687,323	536.929
Beef, bbls	19,862	21,828	14,386
Pork, do	33.253	31,479	32.508
Ashes, do	12,176	9.579	7.240
Butter, lbs	255,414	423,492	46,500
Lard, do	1,108 376	7,174,780	3,713,300
Cheese, do	1,219.778	650 640	229,400
Wool, do	372,505	304,776	116,300
Bacon, do	4,191,802	5,711,760	2,911,400

Pennsylvania.

Commerce of Philadelphia.—The number of foreign arrivals at Philadelphia in the month of May were, 73, coastwise do. 2,877, total 2,950. During the same month last year there were, foreign 90, coastwise 2,750, total 2,840. During the first five months of the two years they were as follows:

Arrivals.	1852.	1851.
Foreign	269	277
Coastwise	7,191	8,364
Total	7,460	8,641
		7,460
Decrease		1,181

The cash duties collected during the same time were as follows for 3 years:

1852	$1,733.947
1851	1,699,885
1850	1,442,361

Of the emigrants arrived from foreign ports during the first five months of 1852, there were

Males	3,062
Females	2,257
Total	5,319

Coal Trade.—The following shows the amount received from the Schuylkill region:

	Reading railroad.	Schuylkill canal.
Tons this week	34,840	25,161
" since Dec. 1st	664,051	215,983
Same time last year	724,744	143,202

From the Lehigh region, per the Lehigh canal:

Week ending June 1st	35,027
This year	233,211
Same time last year	246,503

Dauphin Coal Company.—The board of directors of the Dauphin coal company at a meeting held a few days since, decided unanimously to extend their railroad to connect with the Reading railroad at Schuylkill Haven or at Port Clinton. The completion of this part of the Dauphin road will give the company 52 miles of railroad from the Susquehanna river to the Schuylkill valley; an improvement of vast importance to themselves and to the extensive works with which they will connect.

Georgia.

Central Railroad and Banking Company.—Statement of the condition of the Central railroad and Banking company of Georgia, at the close of business, on Monday, the 24th day of May, 1852.

Railroad and appurtenances	$3,264,189·91
Notes and bills discounted, and bills receivable	402,253·99
Due by other banks	134,302·07
Due by agencies and other companies	30,779·78
Stocks in other companies	466,054·84
Banking houses and other real estate.	17,896·82
Protests	36·00
Railroad expenditures	256,579·27
Expenses	7,008·79
Interest on 7 per cent bonds	9,578·50
Notes of other banks	18.800·00
Specie	72,996 26
	$4,680,476·23
Capital stock paid in	$3,267,000·00
Bonds due by the company, 7 per ct.	328,187·00
Bank notes in circulation	212,032·00
Suspense account	2,538·12
Due other banks and companies	63,775·49
Unclaimed dividends	17,468·56
Earnings railroad paid in since Dec. 1, 1851	535,772·90
Individual deposits	84,833·90
Bank earnings	29,141·69
Reserved fund	139,726·57
	$4,680,476·23

Statement of the business of the Central railroad for six months, ending 31st May, 1852,—contrasted with the six months ending 31st May, 1851.

	1851.	1852.	Increase.
Through freight	274,151·89	351,927·98	77,776 09
Way freight	88,086·78	92,361·32	4 274·54
Through passage	32,204·49	35,561·94	3,357·45
Way passage	26,906·06	38,260·64	11,354·58
U. S. mails	10,400 00	16,800·00	6,400·00
	$431,749·22	$534,911·88	103,162·60

Massachusetts.

Nashua and Lowell Railroad.—It appears from the annual report of this corporation, submitted at the late meeting in this city, that the receipts for the eleven months ending on the 1st of April last, were $114,920 83, of which $47,147 40, was for passengers, $60,585 65 for freight and the balance for mails, rents &c. The total expenditures for the same period were $61,604 35, from which was paid a dividend of 8 per cent for 11 months, leaving a cash surplus of $5,316 48. The Stony Brook railroad, operated by the Nashua and Lowell company, has paid the expenses of operating, the interest on the capital, and left a surplus of $834,01 to be divided. The Wilton railroad, also operated by the same company, by contract, has very nearly paid the expenses of operating.—*Lowell Journal, 2d.*

Boston and Providence Railroad Co.—Judge Warren presided at the annual meeting of the stockholders at the depot in Boston on Wednesday morning. Charles H. Warren, William Appleton, Joseph Grinnell, John Barstow, William Amory, George R. Russell and Samuel T. Dana were chosen directors, each having the whole vote cast, 1415. The road is in good condition, but for several years to come the expenses will be large, as the rails must be relaid. The receipts for the year ending June 30, 1822, (estimated for May and June) will be $411,468 54; and the expenditures $223,325 82. The receipts and expenditures are both larger than any former year. Adjourned to the 10th inst., when the directors will report upon extending aid to the Providence and Bristol road.—*Post.*

Essex Railroad.—A meeting of the stockholders of the Essex railroad company was held yesterday, at Lyceum Hall. Reports were read, from the treasurer and the directors, showing the present condition of the company, and Messrs. William D. Pickman, W. L. Weston, Geo. Wheatland, William D. Northend, and Oliver Thayer, were chosen a committee, to procure the means of extricating the company from its present embarrassment, —to report thereon at an adjourned meeting to-morrow forenoon.—*Salem Gazette 27th.*

Illinois.

Terre Haute and Alton Railroad.—We learn that Messrs. Barnes, Mattoon & Phelps, of Springfield, Mass., are the gentlemen who have taken the contract for the construction of the entire line of this great thoroughfare, extending from this city to Terre Haute, Indiana; a distance of about 165 miles. This firm is well known as one of the strongest and most reliable in the country, and their entire ability to perform any contract they may undertake, is admitted on all hands. They are to build the road, depots, cars, locomotives, etc., in the very best manner; the road to be furnished with rails weighing 60 pounds to the yard, and to be put in complete running order in three years from the 10th of this month, for $3,000,000. It is believed, however, that it will be finished at a much earlier day than that specified in the contract. Messrs. Barnes and Phelps are expected here on the 1st proximo, with a corps of Engineers; and the road is to be built under the superintendence of Mr. Phelps. Too much praise cannot be bestowed upon Capt. Ryder, for the judgment and skill he has evinced in conducting this matter to a successful and highly satisfactory termination.—*Alton Telegraph.*

Alton and Springfield Railroad.—The last number of the Bloomington Intelligencer says, a corps of engineers, under the direction of Mr. Hopkins, reached this place during the last week, and report the ground over which the survey was had, highly favorable to the construction of the road. They immediately returned to Springfield, and are now engaged in the permanent location of the road, preparatory to the letting of the contracts, which it is expected, will take place at an early day—probably in July. The company, we are informed, design having the road in running order by the time, or very soon after, the 6th division of the Central road, extending from this to La Salle is completed. The latter work, it will be recollected by our readers, is to be finished by March next.

The Alton and Springfield company contemplate, at an early day, the survey of a route from here to Morris or Joliet, at one of which places it is expected the above will connect with the Rock Island road, and which, when constructed, will form an air-line between Chicago and St. Louis.—*Ibid.*

Ohio.

Railways to Toledo and to Fort Wayne.—Our readers know that the Dayton and Toledo Railway will in a short time be completed to Troy. Gentlemen are now in the East to procure funds to extend this line north, to Sidney, without delay. At Sidney the line crosses the Indiana and Bellefountaine road, which intersects the Cleveland road, and connects with the line to Pittsburgh. Measures are also in progress to extend the road from Sidney north towards Toledo to Lima, in Allen county. This line is over a level country, where a road may be speedily and cheaply constructed. It is expected that this line will be completed at an early day. At Lima the line is intersected with a line already under contract from Fort Wayne. It is confidently expected that a railway connection between Cincinnati and Fort Wayne will be opened by these lines in 1853. When the line from Lima to Crestline, on the Cleveland road is completed, a connection by these lines will be opened from this city to Dayton, to Fort Wayne, to Cleveland and to Pittsburgh, and all before the close of the year 1853.—*Cincinnati Gazette.*

Cincinnati and Marietta Railroad.—The board of directors of this road have directed seventy miles more of the road to be put under contract, which will complete the connection between Marietta and Cincinnati. Seventy-seven miles were put under contract about a year ago, which will be ready for the iron and cars during the summer of 1853. The board has also directed a survey of a proposed extension of a line from Marietta to Wheeling, to be made without delay. The Wheeling Gazette says:

"The money for discharging the expenses of this new survey has been pledged for some time, rendering it unnecessary to trench upon the funds of the company for that purpose. It is understood that a good route, from Marietta to Bridgeport, exists within the distance of 75 miles at farthest; and it is believed the surveys will prove a still shorter line. Influential parties in Philadelphia are pledged to secure the filling up of this link, between their Hempfield line, and the Great Southwest, simultaneously with the completion of our road to Marietta."

New Albany and Michigan Railroad.

We understand that intelligence was yesterday received from Mr. Brooks, which must prove highly gratifying to all the friends of our railroad. Mr. B. has negotiated a sale of the company's eight per bonds, to the amount of one million of dollars, at par. The whole amount authorised by the company [$2,500,000] could have been negotiated on the same terms; but Mr. B. believed that the remaining $1,500,000 could be disposed of on the same terms six months hence by delaying the sale to which time the interest on this sum will be saved to the company, it having no immediate use for the entire amount at present.

We further learn that Mr. Brooks has purchased seventeen thousand tons of heavy T rail, which will be amply sufficient to complete the road the entire distance from New Albany to Michigan city. This iron has been purchased on much more favorable terms than any heretofore. The greater portion of it is to arrive at New York in a short time and will be immediately shipped to Michigan city, to which place Mr. Brooks will speedily repair for the purpose of contracting for building and finishing of the road from that point to Lafayette. This portion of the road will now be pushed forward to speedy completion, and will be ready for the cars by the time, or before, this end of the road is finished to Crawfordsville.

We further learn that the Northern Indiana and Southern Michigan company have abandoned their injunction suit, now pending in the Supreme Court, having given up all hope of a successful issue. The work is now free from all impediments and embarrassments. Its credit is good, and there is no probability that its future progress will be impeded by injunction suits or for the want of funds. The great railroad of Indiana will be pushed forward to rapid completion.—*N. A. Ledger.*

Boston and Providence Railroad Company.

Judge Warren presided at the annual meeting of the stockholders at the depot in Boston on the 2nd inst. Charles H. Warren, Wm. Appleton, Joseph Grinnell, John Barotow, Wm. Amory, George R. Russell and Samuel T. Dana were chosen directors, each having the whole vote cast, 1415. The road is in good condition, but for several years to come the expenses will be large, as the rails must be relaid. The receipts for the year ending June 30, 1852, (estimating for May and June) will be $411,468 54; and the expenditures $223,325 82. The receipts and expenditures are both larger than any former year. Adjourned to the 10th inst., when the directors will report upon extending aid to the Providence and Bristol road.

Covington and Lexington Railroad.

We learn that Mr. Medberry, who won so excellent a reputation as chief engineer on the Columbus and Xenia railroad, has been appointed chief engineer on the above road. We part with him from Ohio with regret, and congratulate this company on the choice they have made.—*Zanesville Courier.*

Baltimore and Ohio Railroad.

The Baltimore and Ohio railroad extension, is now laid to Tygart's Valley Falls; some six or seven miles north of Fetterman, in Taylor county, Virginia, and will be completed to Fairmount in the course of two or three weeks. The cars are arriving and departing daily.

Maine.

Kennebec and Portland Railroad.—The business on this road, since it has been open to Augusta, has been constantly increasing. The freight and travel is already very large, and the great convenience afforded to the way travel between the towns along the line of the road, together with the cheapness of the fare, has resulted in the daily increasing number of passengers.

Fox River Valley Railroad.

A meeting was held at Dundee, on the 11th ult., for the purpose of taking measures to secure the passage of a charter, at the called session of the Legislature of the State of Illinois, for a railroad, to be built up the Fox River Valley. The names of the following persons were presented by a committee, and adopted by the meeting, as incorporators:

Of McHenry: John Gillilan, Wm. McConnell, H. N. Owen, George Gage, G. W. Earley and Wm. Henry.

Of Kane: J. A. Carpenter, H. E. Hunt, A. Edwards, Thos. H. Thompson, M. C. Town, George Harvey and Geo. B. Raymond.

Of Chicago: E. S. Wadsworth, B. W. Raymond.

The capital stock of the road was fixed at $800,000, with the privilege of chosing directors and commencing operations as soon as $250,000 are subscribed. The following points were determined upon:

Commencing at or near the village of Batavia, on either side of the Fox river, in the county of Kane, and State of Illinois; running thence through, or near to as practicable, the following villages, viz: Geneva, St. Charles, Clintonville, Elgin and Dundee, in the county of Kane; and Algonquin, McHenry and Richmond in the county of McHenry, and thence in a northerly direction to the north line of the State of Illinois.

Virginia.

Internal Improvement Liabilities—The total liabilities of the State of Virginia for works of internal improvement, now in progress is $12,980,976 60, divided as follows, viz: Manasses Gap railroad, $205,450; Side road $723,200; Virginia Central road; $992,200; Virginia and Tennessee road; $2,000,000; Orange and Alexandria road, $600,000; Blue Ridge tunnel and road, $900,000: James River and Kanawha canal, $7,560,126 60.

New York and New Haven Railroad.

On the 13th inst., an election of directors for the New York and New Haven railroad Co., was held, and resulted in the re-election of the old board: Robert Schuyler, Morris Ketchum, Jonathan Sturgis, Anson G. Phelps, Elihue Townsend, Henry J. Sanford, New York; William P. Burrell, Bridgeport; William W. Boardman, New Haven; John E. Thayer, Boston.

At a meeting of the board of directors, held on the 21st day of May, 1852, the following gentlemen were elected officers of the company for the year ensuing, viz: Robert Schuyler, president; William P. Burrell, vice-president and secretary; Morris Ketchum, treasurer; George W. Whistler, Jr. superintendent.

Massachusetts.

Newburyport Railroad.—The Herald says this railroad finds an amount of business already larger than its most sanguine friends looked for in so early a stage of its operation. Its freight business has increased greatly, being 300 per cent. larger than last year. The receipts of the first four months of the present year, in round numbers, were $6,000, and the expenses $4,700. When the severity of the winter, and the storms and snows of March and April are taken into account, this is a very favorable indication for the year, especially as all the great travelling season, from the 4th of July to Christmas, upon which all the railroads mainly rely for their profits, is yet to come.

The cost of the road, 15 miles long, will probably come up to $250,000, including between $30,000 and $40,000 for engines and cars. The road is operated now at a great disadvantage, in conse-

quence of about half the cost of it having been provided for by bonds and a floating debt, on much of which a considerable sacrifice in interest money is necessarily incurred.

American Railroad Journal.

Saturday, June 12, 1852.

British Provinces.

Quebec and Halifax Railroad.—We learn that Hon. Mr. Hincks of Canada, and Hon. Mr. Chandler of New Brunswick, returned in the last steamer, having been unsuccessful in their efforts to secure the guarantee of the British Government to the Provincial debentures, to be issued for the construction of the above road. The refusal of the Home Government was upon the ground that the line proposed by the Colonies was not a *military*, but a *commercial* line. So it seems that Great Britain will not assist the Provinces in anything that will promote their real good, but will aid in the construction of a military work which may be used to increase and strengthen the dependence of the Colonies upon the mother country. The Home Government will lend money, provided this money shall be expended in forging fetters to curtail still further the liberties of her Colonial subjects.

We are surprised at this result for two reasons; first, at the absurdity of establishing a *military* line from Halifax to Quebec, which is to be kept up and maintained by a *railroad*. This road is to run hundreds of miles through a dense forest, and with the whole British army to protect, ten resolute men could render it impassible from one year's end to the other. The opinions of men who insist upon making a railroad between the above points a military line, under the idea that it can be maintained as such, would be beneath contempt in a community of children. One hundred and fifty miles at least of the above line would be through an uninhabited forest, and a single back woods-man, could in a night blow up the track, and interpose obstacles to the passage of trains, which would cut off all communication for a month at a time.

Another reason for surprise is, the total disregard paid by the Home Government to the wishes of the Colonists. The above project has been the great engrossing theme in all the Provinces for the past two years, a greater part of which period, has been taken up in maturing and perfecting a plan upon which all could unite in a common object. This, after infinite difficulty, having been accomplished, under assurances of aid from the Home Government, we supposed that the latter would eagerly seize the opportunity of showing a maternal regard for the Provinces, and of binding them still faster to the central power, by means of the immense debt which the assistance requested, would create. In all this we are disappointed. The result will be, that Great Britain will find this last to be the severest blow which she has ever struck at her American Colonies, and which cannot fail to produce the most deep-seated, and wide discontent; and will contribute not a little toward severing the tie which binds them to her. The Provinces will feel that they have been trifled with, and will certainly resent the slight they have received.

While such are the facts as far as the relations of the Colonies and the Home Government are concerned, we believe that the result will in the end promote the best good of the former. They are competent to the task of building all needed *useful* works. The benefit resulting from a railroad from Quebec to Halifax, was the merest chimera in the world. All the money expended upon it would have been wasted. The Provinces, now thrown upon their own resources, will be governed solely by *commercial* or prudential considerations in the character and direction of their road. There is not the least difficulty in obtaining money in this market upon the Colonial debentures for all works that promise to pay, and no others should be built, no more than should a ship that will not be able to find employment. Thrown back upon their own resources, and with no entangling alliances, and with the pole star of self interest for their guide, they are now in just the right position to move forward with energy and *safety*.

We understand that Mr. Hincks has brought home with him propositions from private individuals to build the contemplated road, taking in pay such means as the Colonies themselves can offer.

New York.

Syracuse and Binghamton Railroad.—We publish to-day the notice of Judge Stephens, President of the Syracuse and Binghamton railroad company, for the letting of contracts for the grading, masonry and bridging, for the whole road. It will be recollected that this work was advertised for letting on the 15th of May last, but in consequence of the large amount of field work to be done, in the examination of the various routes, it was found impracticable to make a final and definite location of the entire line at so early a day; hence the necessity of defering the letting of contracts until the 20th of July.

We are assured that it is the intention of the directors to have a careful and thorough examination of the various routes made, and such a comparison made as will enable them to select beyond a question the most eligible route the country will admit of. We take pleasure in calling attention to the notice, believing that contractors of large experience and ability, will do well to turn their attention to the work now offered for contract.

Taft and Gleason's Screw Wrench.

Attention is directed to the advertisement of Messrs. Logan, Vail & Co., the manufacturers of Taft and Gleason's new Screw Wrench. One of the chief peculiarities which distinguish it from others is, the main bar is square, having the thread cut on the corners. The lip of the wrench is moved by a detatched thumb screw. We have examined a specimen of this wrench, and believe it to be a very great improvement over any other in use, combining in an eminent degree, strength, durability and convenience. We believe they are universally approved wherever used.

Sherry and Byram's Clocks.

Attention is invited to the advertisement of this firm in the present number, by which it will be seen that all varieties of clocks are offered to the public on reasonable terms, which, it is proved by abundant testimony, are capable of keeping correct time through all changes of temperature. This attainment has long been a great desideratum with all clockmakers, but has never before, we believe, been accomplished so as to afford correct time-pieces at cheap rates. If Messrs. S. and B. have succeeded in this respect so as to be able to sell clocks cheap which will keep exact time in all kinds of weather without regulation, they will meet a demand from railroad companies and other sources which will soon compensate them for the years of study and experiment which they have expended.

Wisconsin.

Milwaukee and Mississippi Railroad.—We give in another part of our paper, a report of the Engineer of this work, E. H. Brodhead, Esq., to the company, in which the condition and prospects of this project are fully set forth. Mr. Brodhead is a well known Eastern engineer, whose statements in everything coming within the scope of his profession, will be received with entire confidence.—We invite attention to his report.

The Milwaukee and Mississippi railroad, connecting the great lakes with the Mississippi, occupies one of the *natural* routes of trade and travel in the United States. Above the point where the road will strike the Mississippi river, are at least 800 miles of navigable water courses, which traverse, what is destined ere long to be, one of the finest and best settled portions of the country. The tendency of the trade of this vast region is toward the last, by the *lake* route, and the road connecting lake Michigan and the Mississippi, will intercept this trade at the various points of intersection with the latter. This fact is what gives such importance to the Milwaukee and Mississippi railroad, as it is the most *northerly* line which will for some years be constructed from lake to river, and must of course command the trade of the country *north* of its western terminus.

While this road has all the advantages of position as above stated, its prospects from a *local* business are not exceeded by any western road within our knowledge. It will accommodate at least 20,000 people. That part of Wisconsin traversed by it, will compare favorably in resources, and in possessing a dense and thrifty population, with any portion of the West. It is so recently that this State has been settled, it is hardly possible to believe that a large portion of its territory south of the Wisconsin river, contains 40 inhabitants to the square mile. Yet such is the fact; and this population will turn out as much business to a road, as an equal number in any portion of the United States. The local business of the road above, promises a very large income upon its cost.

Upon striking the Wisconsin, an outlet will be opened for the lumber of that river, from which source a greater part of the State is soon to be supplied with this important article. When this point is reached, the road will not only secure a most lucrative through business, but must prove a great boon to the whole State.

Henderson and Nashville Railroad.

We learn through gentlemen of high respectability, recently from Hopkinsville, Kentucky, that very spirited and enthusiastic meetings, addressed by Hon. A. Dixon, Gen. Hopkins, and other leading men, are being held along the line of the Henderson and Nashville railroad, that more than four hundred thousand dollars of the stock had been secured, that the amount was fast increasing, and that the success of the enterprise was now rendered certain.

This line is about 130 miles long, and can be built ready for the cars at but little over $10,000 per mile. It traverses a fine country and exhaustless mines of the best bituminous coal in the west, which will find a good market both on the Ohio and the Cumberland. It is the southern connection of the Evansville and Illinois railroad, and a northern connection of the Nashville and Chattanooga railroad, to both of which it will furnish a large through business. From its position on the map, this road, being the last link to be put under construction of a great northern and southern route, is

second in importance to very few if any of the railroads now opened in the country.

Indiana.

Evansville and Illinois Railroad.—We invite attention to the advertisement of the sale of the securities of the above road to be found in another column.

This company come before the public, under remarkably favorable auspices, in having an important portion of their road already completed, and free from debt. The extent of line now in operation is worth much more than the sum asked for, the earnings of which will provide ample means for the payment of the interest on the bonds as it shall fall due.

The above road must soon constitute a part of a very important through line extending from Lake Michigan via Terre Haute, Evansville and Nashville, Tennessee, to Mobile and New Orleans. We regard the above as destined to be the great line between the gulf and the lakes. Of its early completion there cannot be a doubt. Already are the people of Kentucky moving on the line from Evansville to Nashville, and their can be no doubt that the connecting link between Vincennes and Terre Haute will soon be supplied.

The city of Evansville is the leading commercial town on the Ohio below Louisville, and is destined to be a city of great commercial importance. Already it is the seat of a very large trade both from Indiana and Kentucky, it is the Ohio terminus of the Wabash and Erie canal now nearly completed, and which will be the longest link of the kind (464 miles) in the world.

The object of the above railroad is to connect the city of Evansville with that portion of Indiana which now makes that city the depot of its trade. But as soon as it shall be extended to Terre Haute, it will be brought into immediate connexion with the railroad system of Indiana, and it will then become an important through route for trade coming up the Mississippi and Ohio. The road is in good hands, and we cannot recommend a security in which we have greater confidence.

Union House.

We invite the notice of distant readers who visit the city occasionally, to the advertisement in this Journal of the above house. It will be found a pleasant and agreeable retreat, where good accommodations may be had at reasonable charges, while the situation is at once eligible to all parts of the city, and quiet, when compared with many other houses in great thoroughfares.

Erie Railroad.

The Erie road have bought six thousand tons best iron in England for their second track.

Stock and Money Market.

The money market continues to present the same general features of great ease, which we have noted for some weeks past. In the ordinary channels of business, money is exceedingly abundant at very low rates. Railroad securities of the first class steadily improve in prices, and all our new projects find but little difficulty in securing sufficient means to push forward their work with energy and vigor. Indications from every quarter are favorable to a continuance of the present state of things.

As a drawback to the advantages arising from the low rates of money, railroad iron has materially advanced within a few weeks past and three to five dollars advance per ton is asked. Fortunately, very large purchases for many of our leading roads was made before the advance took place.

The fancy stock market is not firm. Erie stock has a downward dendency, owing to the unfavorable rumors as to the small *net* earnings of the road. It is stated that a 4 per cent dividend will not be declared in July.

The demand for railroad bonds continues good. The principal recent sales were those of the Junction road, Ohio, which brought from 89 to 95·51½, the average being about 90. The amount offered was $450,000, and bids were put in for over $1,200,000.

Receipts of Long Island railroad company, in six days, from 17th to 22d May, 1852, inclusive, were $3,700 11
Do. for seven days, from 16th to 22d May, 1851, inclusive 3,205, 73

Increase in favor of 1852 ..... $494 41
Last year there was a Sunday train.

The gross earnings of the Western and Atlantic railroad for April, show a large increase over the corresponding month last year, as will be seen by the annexed comparative figures:

	1851.	1852.
From Freights	$280.52 62	$33,152 58
" Passengers	5.636 70	8,734 93
" Mail	1,000 00	1,000 00
Total	$27,487 22	$42,887 51
Increase		15,400 29

Railway Share & Stock List;

CORRECTED WEEKLY FOR THE

AMERICAN RAILROAD JOURNAL.

NEW YORK, JUNE 12, 1852.

GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	100¾
U. S. 6's, 1856	106½
U. S. 6's, 1862	111½
U. S. 6's, 1862—coupon	—
U. S. 6's, 1867	115½
U. S. 6's, 1868	115½
U. S. 6's, 1868—coupon	120⅜
Indiana 5's	97
Indiana 2½	51
" Canal loan 6's	90
" Canal preferred 5's	47½
Alabama 5's	—
Illinois 6's, 1847	77½
Illinois 6's—interest	48
Kentucky 6's, 1871	109½
Massachusetts sterling 5's	—
Massachusetts 5's, 1859	100¾
Maine 6's, 1855	—
Maryland 6's	106½
Michigan	—
Mississippi	—
New York 6's, 1854-5	—
New York 6's, 1860-'61-'62	112
New York 6's, 1864-'65	116
New York 6's, ½ y., 1866	116½
New York 5½'s, 1860-'61	107
New York 5½'s, 1865	107
New York 5's, 1854-'55	—
New York 5's, 1858-'60-'62	104
New York 5's, 1866	106
New York 4½'s, 1858-'59-'64	—
Canal certificates, 6's, 1861	96
Ohio 6's, 1856	105¾
Ohio 6's, 1860	108¾
Ohio 6's, 1870	114½
Ohio 6's, 1875	115
Ohio 5's, 1865	104
Ohio 7's, 1851	—
Pennsylvania 5's	102
Pennsylvania 6's, 1847,-'53	96
Pennsylvania 6's, 1879	108
Tennessee 5's	90
Tennessee 6's, 1880	108
Virginia 6's, 1886	101½

CITY SECURITIES—BONDS.

Brooklyn 6's	107
Albany 6's, 1871-1881	107
Cincinnati 6's	99½
St. Louis	95½
Louisville 6's 1880	95½
Pittsburg 6's, 1869-1871	100
New York 7's, 1857	108½
New York 5's, 1858-'60	100½
New York 5's, 1870-'75	103½
New York 5's, 1890	—
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-'90	107
Baltimore 1870-'90	105½
Boston 5's	102

RAILROAD BONDS.

Erie 1st mortgage, 7's, 1868	116
Erie 2d mortgage, 7's, 1859	108
Erie income 7's, 1855	99½
Erie convertible bonds, 7's, 1871	97
Hudson River 1st mort., 7's, 1869	107½
Hudson River 2d mort., 7's, 1860	97½
New York and New Haven 7's, 1861	106
Reading 6's, 1870	83½
Reading mortgage, 6's, 1860	90
Michigan Central, convertible, 8's, 1860	106½
Michigan Southern, 7's, 1860	98
Cleveland, Col. and Cin. 7's, 1859	106½
Cleveland and Pittsburg 7's, 1860	—
Ohio and Pennsylvania 7's, 1865	102½
Ohio Central 7's, 1861	96

RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	June 9.	June 2.
Albany and Schenectady	104½	108½
Boston and Maine	109½	109½
Boston and Lowell	108½	107½
Boston and Worcester	106½	106½
Boston and Providence	94½	93½
Baltimore and Ohio	75	76
Baltimore and Susquehanna	32	30
Cleveland and Columbus	—	—
Columbus and Xenia	—	—
Camden and Amboy	146	—
Delaware and Hudson (canal)	116	117
Eastern	103½	103½
Erie	86½	87½
Fall River	99½	99½
Fitchburgh	105	106½
Georgia	—	—
Georgia Central	103	—
Harlem	71½	72½
" preferred	114½	112
Hartford and New Haven	128	125
Housatonic (preferred)	35	35
Hudson River	62	62
Little Miami	—	—
Long Island	20½	20½
Mad River	—	—
Madison and Indianapolis	109	103
Michigan Central	102½	100
Michigan Southern	118	118
New York and New Haven	111½	111½
New Jersey	136	138
Nashua and Lowell	106	104
New Bedford and Taunton	117	117
Norwich and Worcester	54½	55½
Ogdensburgh	30½	29
Pennsylvania	44⅞	43⅞
Philadelphia, Wilm'gton & Balt.	29	32
Petersburg	—	—
Richmond and Fredericksburg	93	93
Richmond and Petersburg	35	35
Reading	79½	78½
Rochester and Syracuse	119	117½
Stonington	52	55
South Carolina	—	—
Syracuse and Utica	128	129
Taunton Branch	115	115
Utica and Schenectady	134	133
Vermont Central	18½	17½
Vermont and Massachusetts	22½	23½
Virginia Central	—	—
Western	107½	109½
Wilmington and Raleigh	57½	57½

Zinc Paint.

The attention of our readers is called to the Advertisement of Zinc Paint in another column.

Lexington and Big Sandy Railroad.

In another column of this Journal will be found the announcement that the requisite amount of stock had been subscribed to warrant the organization of a company to construct the above road. Since writing that, however, we have been gratified by the receipt of the address of the committee appointed by the Big Sandy railroad convention, which was held on the 15th of April last. The convention here referred to, unanimously resolved that the proposed road from Lexington to the mouth of the Big Sandy was practicable and worthy the support of the community; that the probable cost of the road from Slate creek to the mouth of the Big Sandy, was less per mile than the usual cost of roads in Kentucky, and that the cost of the remainder would not exceed the usual cost of other roads in the state; that the counties through which it is to pass should subscribe liberally to the stock, to aid in its construction; that the city of Lexington will be incalculably benefitted by the construction of this road, and should therefore put forth all her energies in aid of the enterprise; that the stock must yield a large profit, and therefore challenges the encouragement of the capitalist; that all proper means should be used to promote the commencement and completion of the work; that the farmers particularly have an interest in this enterprise, perhaps beyond any other class of citizens, because it brings their products nearer to market, and it is therefore entitled to their consideration and support, and that the commissioners in the several counties be requested to have the books opened for subscription of stock, as soon as the charter will permit, and that they take all necessary means to have the company organized in as short a time as it can be done under the Charter.

The address of the committee on the foregoing resolves breathes a spirit of confidence in the ability of the people on the route, to build the road, pronounces the assertions in the resolves to be self evident truths, and fortifies this position by numerous facts and arguments to show more clearly the resources of the section of country which would be made tributary to this route, and the advantages which would accrue to the merchants, planters, and farmers on the route, by having their places of business and lands, or farms, brought into nearer proximity to the great thoroughfares from the western rivers to the Atlantic.

The beneficent tendency of railroads, the advantages they possess over plank-roads and turnpikes in point of transportation, and over even the best water routes for purposes of travel, and their vast importance where water carriage is out of the question are fully set forth in the address, as well as many other points in their philosophy, which it is not necessary to enlarge upon here, from the fact that they are already pretty well understood by the readers of the *Journal*.

The route proposed for this road consisting of a distance of about 128 miles, is represented with the exception perhaps of 40 or 50 miles, from Lexington to Slate creek, as being the most favorable of any in Kentucky, and this exception is not more difficult than most western roads.

It is estimated that the first forty or fifty miles from Lexington will not cost over twenty thousand dollars per mile, while the remaining eighty miles will not exceed fifteen thousand including cost of cars, depots and all equipments for business, making an aggregate of two millions of dollars. The charter of this company provides for the taking of stock by any county or city through which the road may pass, or indeed for any other county or city to do so.

It is proposed by the committee that the stock shall be taken something as follows:

Clarke county	$200,000
Citizens of Clarke	50,000
Montgomery county	200,000
Citizens of Mongomery	50,000
Bath county	150,000
Citizens of Bath	50,000
Carter county	75,000
Citizens of Carter	75,000
" " Flemming	25,000
" " Greenup	150,000
Contractors to take one fourth in stock	500,000
Manufacturers in iron one fourth in stock	125,000
	$1,650,000

This estimate gives an aggregate of one million six hundred and fifty thousand dollars, and leaves only three hundred and fifty thousand dollars to be raised from other sources. It will be seen that Fayette county and the city of Lexington, are not included in the above estimate.

And in view of the great influence which the construction of this road must have on the interests of Lexington, and Fayette, they are set down for the remaining $350,000, lacking to make up the desired $2,000,000. Aid is also anticipated from Louisville, in the event of the above estimated subscriptions not being filled. The committee further state that they have put down for citizens in some counties larger amounts than perhaps they should have done, but for that wise provision in the charter of the company, which permits citizens to subscribe stock in land, on or near the route of the road, at such prices as may be agreed npon by the commissioners and the party supscribing. By this wholesome provision, many, very many persons who desire to aid in making the road, will be enabled to do so, and not only not injure themselves by doing it, but render themselves much richer, and at the same time aid in this improvement. The landholder is benefited, because by the making of the road, the remainder of his land will be rendered vastly more valuable than the whole was before. The company will be greatly benefited, because the land which they take at its value when subscribed, will be increased in value, perhaps five fold when the road shall be made. This new feature in railroad charters, we are satisfied, will be followed in all time to come. Its beneficial effects must be felt more sensibly to all parties concerned.

Much further argument and illustration is entered into in the address to show how the debts are to be cancelled without becoming a burden on the shoulders of the subscribers by the rise of the value of farm produce, the facilities for getting to market, the large dividends on the stock, and the numerous benefits which the road will, in obedience to the general principal of the construction of more speedy modes of conveyance confer on all those located along its line; but of all this it is unnecessary for us to enlarge, as the numerous points are demonstrated by familiar illustrations, which our readers have been acquainted with for years. It will benefit the farmer by enabling him to get his stock and produce to market at a much cheaper rate and in a great deal less time, besides bringing him late intelligence as to the state of the markets, which will allow him to choose his own time for marketing.

The farmer of Kentucky will thus be on an equality with his neighbors across the Ohio in Ohio and Indiana, by having the privilege of putting his produce or stock on the cars, where it will command the highest price, and taking it to market at once. It will benefit the laborer by developing the vast mineral resources all along the line, thereby raising up blast furnaces which would give employment to hundreds, and create fine home markets for vegetables and farm produce. The coal mines will also be brought to a forward state of exploration by means of this road making another great source of employment for day-laborers. The route passing along within a few miles of the White Sulphur and Olympian Springs, too, will command a large amount of pleasure travel which will help to swell the receipts.

But we can follow the committee no farther.—We are truly rejoiced to see Kentucky awaking to the full importance of railroads, in order to the full development of her magnificent, natural resources. She has a soil second to no other State for most agricultural purposes, and is blessed with water navigation to a great extent, but all these things are available only to a certain extent with railroad facilities for land carriage.

Bellefontaine and Indiana Railroad.

We learn by a letter from the Chief Engineer, that this company commenced laying the rails at Galion, on the 27th ult., and that the road is to be opened to Marion, (20 miles,) in July. The laying of the rails is to be commenced at Bellefontaine early in July, and the track opened to Sidney, [22 miles,] about September; and from Sidney to Leromie Creek, [10 miles,] in October; between Leromie Creek and the Indiana State line, [26 miles,] in November; and between Marion and Bellefontaine, [40 miles,] in December of this year.

On the 17th of this month, the Indianapolis and Bellefontaine road is to be opened to the town of Muncie, 58 miles eastward from Indianapolis, leaving but 25 miles to complete the Indiana line to its eastern terminus and junction with the Bellefontaine and Indiana road.

This short gap will be closed early in the fall, in time to meet the Ohio connexion at Union, where *that* dinner is to be discussed.

The iron for the first division of the Bellefontaine and Indiana road is all shipped from New York, and is daily arriving at Cleveland, and at Galion. The last purchases for the residue of the iron, are now being shipped from Europe, and it is hoped that no detention will take place from its non arrival in time. The spikes and chairs were purchased in this country.

This line is very favorably situated for the convenient delivery of the iron, locomotives, cars, etc., having the Cleveland, Columbus and Cincinnati road running to its eastern terminus, at a distance of only 79 miles from the Lake; the Mad River railroad crossing it about midway, at Bellefontaine, 102 miles from Sandusky city; the navigable feeder of the Miami canal at Sidney, and the main line of the same, at Leromie creek, 25 miles from the western terminus; so that materials can be cheaply shipped from Cleveland, Sandusky and Toledo, to four different points on the road.

There is no doubt that the gap in the Lake Shore line, between Cleveland and Erie will be closed by September; and about the end of the year, we hope to congratulate our railroad friends upon the completion of the long chain from New York to Terre Haute; bringing our city into direct railroad connexion, not only with the Wabash river, but with Madison, Louisville, Cincinnati, etc., on the Ohio, and nearly every part of the State of Indiana.

We learn, also, that the arrangements made by the Ohio and Pennsylvania railroad company, will ensure the completion of that important line to its

western terminus, and in connexion with the Bellefontaine and Indiana road, by the close of this year, when our New York friends must be prepared for a lively competition with Philadelphia, for the immense trade and travel of the west.

Nine hundred and sixty-six miles of continuous railroad from New York to Terre Haute! Who could have dreamed of such a triumph in railroad enterprizes twenty years ago? We can yet scarcely realize the truth, that within a few brief months, we can leave our city and in forty hours find ourselves on board of a steamer on the Wabash river, or stepping upon one of the magnificent floating palaces of the Ohio, at Louisville.

When we find the business on the New York and Erie Railroad already demanding a second track, what may we expect when our continuous lines are extended in every direction, through Ohio, Indiana, Illinois, Kentucky, Tennessee, Missouri, Michigan, &c. The result will probably astonish even the most sanguine calculators.

Louisville and Memphis Railroad.

The Memphis Enquirer speaks of the prospects of this project in the most gratifying manner. A party of engineers are now engaged in surveying the route, and so far as heard from, the examination is satisfactory in the highest degree. From the bridge on Wolf river, where the Randolph road crosses to the point indicated, a route has been found which does not vary a half mile from a direct line; and is so nearly level that the cost of grading is estimated at *less* than $1000 per mile. The very best of timber for the purpose stands thickly along the track. Those who are familiar with the country assure us that for twenty miles further, the country is equally favorable for the construction of a railroad. Indeed, it is believed that the entire route from this to Trenton, will be found to be more favorable to the cheapness of construction, than the same extent of any other road now projected in the State.

A letter from a gentleman at Brownsville, gives the most flattering accounts of the fine spirit that prevails there in regard to this enterprise. Haywood county will take $200,000 county subscription, besides a large private stock subscription. A heavy subscrption will be made by the wealthy planters of Tipton, besides, probably a very handsome subscription by the county.

Pennsylvania.

Reduction of Fare.—The Philadelphia American states that the board of canal commissioners of Pennsylvania have adopted a resolution to reduce the fare on the Columbia railroad to 2½ cents per mile, in consequence of which the directors of the Pennsylvania railroad company will immediately lower the fare to Pittsburg to $9 by the boat, and $10 by the stage. The fare from Philadelphia to Massillon will be $18 50, and to Cleveland $11.

Notice to Bridge Builders.

OFFICE OF CENTRAL OHIO R.R. Co.,
Zanesville, May 14, 1852.

SEALED PROPOSALS will be received at this Office until Monday, June 7th, 1852, for the Superstructure of a Double Track Railroad Bridge, with a foot passenger way attached, across the Muskingum River, at Zanesville. The whole length will be 528½ feet, divided into four spans of 124½ feet each in the clear. The Bridge seat on the abutments will be four and a half feet; and upon the four piers six and a half feet each.

Proposals will also be received for building a Draw or Pivot Bridge of forty-six feet span, in the clear, across the canal at Zanesville.

Bids are solicited for either Iron or Wooden Bridges, and may be made upon plans submitted by builders.

ROBERT MAC LEOD, Chief Eng.

Evansville and Illinois R. R.

SALE OF $350,000 SEVEN PER CENT MORTGAGE and Convertible Bonds, of the Evansville and Illinois Railroad Company.

The Evansville and Illinois Railroad, commencing at the city of Evansville, Indiana, on the Ohio river, extends up the Wabash valley, and will connect more or less, directly with all the railroads converging at Indianapolis the capital of the State.

It is an important link in the central line of railroads connecting the Northern lakes with the Southern seaboard. The whole of this chain of roads is either already in operation or approaching completion, excepting the Henderson and Nashville Railroad, to which a sufficient amount of stock has been subscribed to insure its early construction.

The main trunk of the E. and I. R. R., reaches from Evansville to Terre Haute, a distance of 107 miles, and the Company is authorized also to construct a divergent line from any part of the main trunk direct to Indianapolis. It is intended at once to complete the line to Terre Haute, where it will intersect the Terre Haute and Indianapolis and the Terre Haute and St Louis roads.

The present issue of bonds provides for the completion and equipment of the first section of the road, extending from Evansville to Vincennes, a distance of fifty-one miles, where it joins the Ohio and Mississippi Railroad. The engineers' estimate of the cost of this section, ready for the cars, does not exceed $10,500 per mile.

More than one half the distance, 27½ miles, is finished and in successful operation, its earnings being more than enough to pay the interest on the bonds now offered. The residue is already under contract, or being let; 11 miles extending to White river will be completed in time to secure the early fall business, and the remainder during the ensuing winter and spring. The iron for the whole 23½ miles has been purchased, and a considerable portion is now going forward. The contracts have all been made below the estimates.

The means at the disposal of the company, applicable to the construction and equipment of this section of the road, are as follows:

Stock subscriptions	$345,300
Earnings to 1st April, from transportation and other sources	16,500
Present issue of bonds	350,000
Total	$711,800

Evansville is the depot of the Southern trade of the Wabash valley and of Green river, Kentucky. It is the most rapidly growing city in Indiana, and now contains 7,000 inhabitants. The population has doubled, and the taxable property trebled, in six years. The arrivals and departures of steamboats at its wharf in 1831, were 5,398. The Wabash is the most fertile of all the western vallies, and produces more corn and hogs than the same area in any other section of the country. It is also marked out by nature as a great route of travel.

The position of the E. and I. railroad guards it against competition for the through travel of a vast region of country in and adjacent to the lower Ohio, while its local business must be sufficient to well support the road. When completed to Vincennes, it will give a cut off railroad route from the Ohio at Evansville, to the Mississippi. at St. Louis, of 196 miles, against the present river route of 370 miles, and from Evansville to Cincinnati of 241 miles, against the present river route of 350 miles. In either case, the distance will be performed in less than one third the time now required by the river.

The bonds are for $1,000 each, redeemable 1st January, 1862, principal and interest payable at the Phenix Bank in New York, the coupons for the latter on 1st January and 1st July. They are convertible into stock up to 30th April, 1857, and are secured by a first and only mortgage on the whole road from Evansville to Vincennes, its machinery, franchises and appurtenances. The mortgage also covers the real estate purchased by the company for depots, etc., which cost $10,000, and is now worth more.

The trustees for the bondholders are Evan R. Bebb and John F. A. Sanford, of the city of New York.

Sealed proposals for the whole or any part of these bonds, endorsed "Proposals for Evansville and Illinois Railroad Bonds," will be received at the office of Cammann, Whitehouse & Co, No. 56 Wall street, until three o'clock on the 19th day of June, inst., when they will be absolutely disposed of to the highest bidder.

Printed exhibits of the road, etc., with a map showing its location and connections, can be obtained on application at the above named office.

JOHN INGLE, JR.,
Secretary and Financial Agent E. & I R.R. Co.

Notice to Contractors.

LEXINGTON AND DANVILLE RAILROAD.

SEALED proposals for the construction of this road will be received as follows:

At the Office in Lexington, from 1st to 15th of July, for the grading and masonry of 12 miles of the road between Lexington and Nicholasville.

At the Office in Lexington and at the office in Danville, from the 1st to the 15th August, for the grading, masonry, and bridges of the remainder of the road (22 miles) from Nicholasville to Danville.

Plans, profiles, specifications, &c., may be seen at either of the offices within the times specified.

GEORGE C. SCHAEFFER,
CH. ENG. LEX. & DAN. R. R.

Danville, Ky., May 28, 1852.

To Contractors.

PROPOSALS will be received until the 24th of July next, inclusive, at the Engineer Offices of the North Western Virginia Railroad, in Parkersburgh, West Union and Clarksburgh, for the Graduation and Masonry of 50 or 60 sections (of about one mile each) of that road, embracing all the heaviest parts of the work, and containing a number of tunnels, deep cuttings and embankments, as well as a considerable share of Bridge and Culvert Masonry. The line extends from the Baltimore and Ohio Railroad at the mouth of Three Forks Creek, two miles east of Fetterman, to Parkersburgh on the Ohio river, and is about 104 miles in length.

Specifications will be ready at the offices named, and also at Fetterman, on and after the 5th of July proximo, and Engineers will be upon the line to afford information.

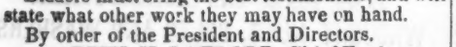
The country through which the road passes is healthy, well settled and cultivated, and abundant supplies may be had along the route and from either end of it, by means of the Baltimore and Ohio Railroad, the North Western Turnpike and other good roads, and by the Ohio river. The facilities for cheap execution of the work are unusually great. Hands must be abundant, as the Baltimore and Ohio Railroad is advancing rapidly to completion, and releasing a large amount of labor.

Bidders must bring the best testimonials, and will state what other work they may have on hand.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.

To Contractors.



SEALED PROPOSALS will be received at the office of the Engineer in Syracuse, until the 20th day of July next, for the Grading, Masonry, and Bridging of the Syracuse and Binghamton Railroad. Length of line 76 miles. Separate proposals may be made for the bridging in conformity to plans exhibited at the office of the engineer. The work to be let will be divided into sections of about one mile in length, a large portion of which will be well worth the attention of contractors.

Bids proposing to receive a portion of pay in the stock of the road would be preferred, but such preference will not exclude the favorable consideration of bids for cash payments wholly.

Proposals may be made for the whole line, or for distinct sections.

The line will be prepared for examination on the 10th day of July. Plans, Profiles, and Specifications, and all necessary information will be furnished at the office of the Engineer in the city of Syracuse.

HENRY STEPHENS, President.

June 2, 1852.

To Mining and Civil Engineers, Surveyors, etc.

A YOUNG MAN, who has been engaged for the last six years with eminent Engineers in Scotland, is desirous of a situation. Has had considerable practice in the working of mines—being a good draughtsman, and in possession of engineering instruments.

Address ENGINEER, care D. H. ARNOT,
1m20* 50 Wall st., New York.

Railroad Commission Agency,

166 PEARL ST., NEW YORK.

THE subscribers are prepared to furnish Railroad Companies with the most approved patterns of Railroad Iron. Also, Chairs and Spike, Passenger and Freight Cars, Locomotive Engines, and Railroad Track and Depot Scales, at manufacturers prices.

Orders are Solicited.

JOHN STRONG. WM. T. PINKNEY, JR.

REFERENCES:

Simeon Draper, New York; John Bradley, Burlington, Vt.; Duryee, Forsyth & Co., Rochester, N. Y.

CAUTION.
India-rubber Car Springs.

AN advertisement having lately appeared in the public papers, signed H. H. Day, claiming to have received from the American Institute, the premium for the best India-rubber Car Spring, the subscribers think it well for the satisfaction of their friends and those interested, as well as for the purpose of exposing false statements, to publish the following Diploma, lately awarded to F. M. RAY, the inventor of the Spring. The original of which can be seen at the office of the company, No. 104 Broadway, New York.

DIPLOMA—Awarded by the American Institute to F. M. RAY, for the best India rubber Car Spring. A Gold Medal having been before awarded.

Signed, JAMES TALLMADGE, President.

N. MEIGS, Recording Sec'y.
ADONIRAM CHANDLER, Cor'g. Sec'y.
New York, Oct., 1851.

New England Car Spring Co., No. 104 Broadway, New York. 7tf.

GLENDON
LOCOMOTIVE TIRES,

FOR SALE BY
GEORGE GARDNER & CO.,
No. 5 Liberty Square, Boston

Notice to Contractors.

OFFICE OF ILLINOIS CENTRAL R. R. CO.
Chicago, 26th May, 1852.

THE Illinois Central Railroad Company having decided to make payments in cash on all contracts for grading, masonry and superstructure, are prepared to receive proposals for divisions Nos. 1, 2, 6, 8, 9 and 10, if made immediately, to be addressed to the Chief Engineer. Plans, profiles and forms of proposal may be seen at 35 Canal street, New York, or at the office in Chicago.

A reply, definitely accepting or declining each proposal, will be forwarded by mail on or before the 15th day of June, 1852. Proposals should state the address and references of the party.

R. B. MASON, Chief Engineer
Illinois Central Railroad.

Sherry & Byram's
AMERICAN CLOCKS.

CLOCKS FOR CHURCHES, PUBLIC BUILDINGS AND RAILROAD STATIONS, REGULATORS FOR JEWELLERS, AND OTHER STYLES DESIGNED FOR BANKS, OFFICES, &C., ALSO ASTRONOMICAL CLOCKS.

THE undersigned having succeeded in counteracting effectually the influences of the changes of temperature upon the pendulum, and introduced other improvements, are enabled to warrant their clocks superior to any now in use; ample opportunity afforded to test their performance

Glass Dials for illuminating, similar to those put up at the City Hall, N. York, furnished at short notice.

Address SHERRY & BYRAM,
Oakland Mills, Sag Harbor, N. Y.

Some of the finest clocks in the world are made at the works of Sherry & Byram.—*Scientific Amerienn.*

Mr. Byram is a rare mechanical genius.—*Journal of Commerce, N. Y.*

To Contractors & Engineers.

A SITUATION is wanted by a Civil and Mechanical Engineer, a good calculator and accurate draughtsman. Address G. D. H.,
31 Jay st., New York.

Dissolution of Copartnership.

THE Copartnership heretofore existing between the subscribers under the firm of CHOUTEAU, MERLE & SANFORD, is this day dissolved by its own limitation. Either of the partners will sign the name of the firm in liquidation.

PIERRE CHOUTEAU, JR.,
GUILLAUME MERLE,
JOHN F. A. SANFORD.

New York, May 1, 1852.

N.B. The Iron Department of our business, and the concerns relating thereto, are assumed and will be continued by P. CHOUTEAU JR., SANFORD & CO., and we ask reference of our friends to the following notice of that firm.

CHOUTEAU, MERLE & SANFORD.

May 7, 1852,

COPARTNERSHIP NOTICE.

The undersigned have this day formed a copartnership, under the firm of P. CHOUTEAU, JR., SANFORD & CO., for the transaction of a General Iron Commission and other business.

P. CHOUTEAU, JR.,
J. F. A. SANFORD,
U. A. MURDOCK.

New York, May 7, 1852.

The Iron Business heretofore conducted by the late firm of Chouteau, Merle & Sanford, is assumed and will be continued by us.

P. CHOUTEAU, JR., SANFORD & CO.

Steam Engines and Tools.

ONE Horizontal Steam Engine, of superior workmanship and material—12 in. cylinder, 3 feet stroke, on heavy bed frame of 4,600 pounds weight, well finished in all respects.

One Steam Engine finished as above—10 in. cylinder, 3 feet stroke.

A sample of the above Engines may be seen at Bogardus' Iron Buildings, corner Centre and Duane sts., and at Platt & Brother's, Maidenlane, N.Y.

Two 6½ feet Planing Machines, of the most approved pattern, strong and heavy, will plane 31 in. wide, and fitted up in the very best manner.

Six 2 feet 4 in. Planers, will plane 12 in. wide, and work with quick motion, well adapted to locomotive tools and engine work.

One 12 foot Lathe 25 inch swing, with counter shaft, etc., complete.

Also, Boiler Punches, Power Shears, Presses, and other Tools, Shafting, Pullies, Hangers, and Machinery of all kinds fitted up in the best style.

Apply to the MATTEAWAN MACHINE CO., Matteawan, Dutchess Co., N. Y.; near the Hudson River Railroad Depot, at Fishkill.

4t21 A. L. ACKERMAN, Agent.

Railroad Commission Agency.

THE Subscriber offers his services to Railroad Co's and Car Makers for the purchase of equipment and furniture of roads and depots and all articles and materials required in the construction of cars, with cash or approved credit. No effort will be spared to select the best articles at the lowest market price.

He is sole Agent for the manufacture of the ENAMELED CAR LININGS, now in universal use. The best Artists are employed in designing new styles, and he will make to order pieces with appropriate designs for every part of the car, in all colors, or with silver grounds and bronzed or velvet figures.

He is also Agent for Page's Car Window Sash Fasteners, which is preferred by all who have used it to any other. CHARLES STODDER,
75 Kilby st., Boston.

June 20, 1851. 3m.

FILES.

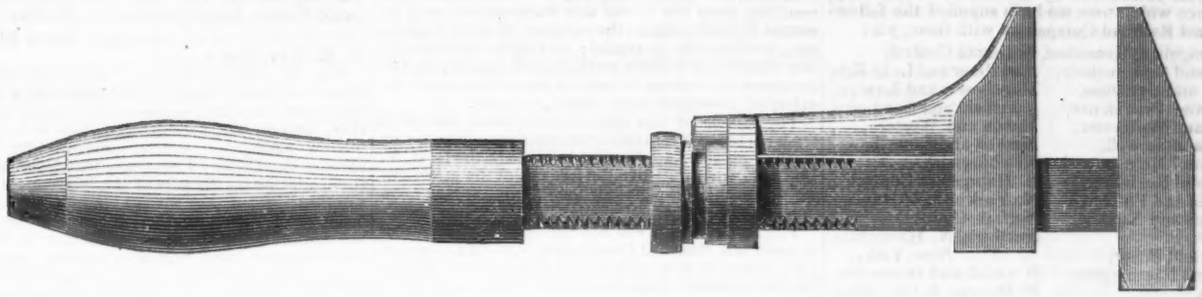
THE Subscriber, Agent for the Manufacturers, offers to execute orders for the well known Files made by J. Martin & Co., and which for many years have borne the stamp of "Vickers." These Files are made from *Naylor & Co's best steel*, and for hardness, beauty of cut, and durability are not surpassed by any other make. WM. BAILEY LANG,

3t 18 No. 9 Liberty Square, Boston.

M. B. Hewson, *Civil Engineer,*
(Open to a New Engagement,)
Memphis, Tenn.

TAFT & GLEASON'S IMPROVED SCREW WRENCH,

MANUFACTURED BY LOGAN, VAIL & CO., 9 GOLD ST., NEW YORK.



THE Manufacturers desire to call the attention of the HARDWARE TRADE to the above article, as they believe it to be in all respects superior to any Wrench made in this country. The inventor has been engaged for several years in perfecting improvements in this Wrench, and he is warranted by the annexed certificates in saying, that it is the only kind that has been practically tested in Machine Shops and on Railroads without a single failure. The importance of having a tool of this kind, of the very best quality, is best understood by those who use them, and the trade will see the necessity of keeping goods of this kind that can be fully relied on by the Mechanic and Engineer.

The improvement in Taft & Gleason's Wrench, (the patent for which is applied for,) consists in the main bar being left square, the thread being cut on the four corners. This plan leaves the bar much stronger than by having circular edges, or a round bar, while, at the same time, the nut is as strongly secured as by any other mode of connection, and is as easily managed. The Wrench will be seen at once, by any mechanic, to unite in the highest degree, simplicity with strength and durability.

Sizes Nos. 6, 8, 10, 12, 15, 15 extra, and 21 inch.

The following certificate was given by a committee appointed by the Society of Master Mechanics and Locomotive Car Builders' meeting in Boston once in each month, for the purpose of examining new and useful inventions appertaining to their different kinds of business, and which are calculated to be of use to the public generally.

—

BOSTON, March 1, 1852.

Having examined the Screw Wrench invented by Geo. C. Taft and John Gleason, and compared it with other wrenches formerly used by us, we entertain the highest opinion of its superiority over any other wrench now before the public, and do not hesitate to give the following opinion:

The Wrench is stronger than any other we have ever examined, from the fact that the thread being cut on four corners, leaves the bar much stronger than when cut on two circular edges, or on a round bar, for, in the two last cases the bar must be very much reduced to allow it to pass through the sliding jaw, thereby weakening the main bar very much.

A. S. ADAMS, Sup't Locomotive Power,
B. and W. R.R.
G. S. GRIGG, Sup't Boston and Prov. R.R.

—

The following vote was passed at a monthly meeting of the Association of Master Mechanics of New England. It was voted that the report upon Taft & Gleason's Wrench be accepted. It was voted that the members of this Association encourage the use of Taft & Gleason's Wrench as the best in use.

JOHN B. WINSLOW, Secretary.
BOSTON, March 6, 1852.

BOSTON, March 28, 1852.

This is to certify, that I have used Taft & Gleason's Improved Screw Wrench for the last year, and I find it the best wrench I have ever used, both for durability, convenience, strength, and style of finish.

A. S. ADAMS,
Sup't Motive Power, B. & W. R.R.

—

BOSTON LOCOMOTIVE WORKS, April 1, 1852.

This is to certify, that having used Taft & Gleason's Improved Screw Wrench for the past year, I find it to be the best wrench in point of strength, durability and convenience, that I have ever used.

EDWARD T. TROFFITER,
Agent for Hinckley & Drurys.

—

BOSTON AND FITCHBURG R.R. Co.

This is to certify that we have used Taft & Gleason's Improved Screw Wrench for the last year, and find them superior to any screw wrench we have ever used, for convenience, strength and durability.

OLIVER AYRES, Master of Loco've Shop.
JOHN. A. KIMBALL, " Car "

—

This is to certify, that we have used Taft & Gleason's Improved Screw Wrench for the past year, and feel bound to say that it is superior to any wrench we have ever used for convenience and durability.

W. H. SCOVILLE & SONS,
Chicago, Ill.

BOARDMAN'S PATENT Steam Boiler and Furnace,

FOR LOCOMOTIVES, STEAMBOATS, AND STATIONARY PURPOSES. It is fully demonstrated that this Boiler effects a saving of 50 per cent of the fuel used by the best flue boilers, and 40 per cent of the amount required by locomotive boilers. Its form and construction insure great strength and durability. It is convenient in use, its flues never clog, and no sparks nor smoke can escape from it.

Pamphlets of certificates will be sent to persons desiring it. Single and territorial rights are sold on reasonable terms. For further information, apply to

H. BOARDMAN, 128 Fulton-st., N. Y.

TYRES
FOR LOCOMOTIVES,

MADE from the celebrated LOWMOOR IRON, bent, welded and blocked to a true circle, can be imported through the Subscriber, sole Agent for the United States and Canadas.

These tyres are now running on our principal roads in this country, and are sent from the Company's Works with ONE WELD, at a cost equal to that heretofore charged for those made from two short bars.—The superior quality of these tyres gives them a preference, and they now stand without a rival.

Orders executed for any quantities, with promptness and despatch. WM. BAILEY LANG,
No. 9 Liberty Square, Boston.

Railroad Iron.

CONTRACTS made by the subscribers, agents for the manufacturers, for the delivery of Railway Iron, at any port in the United States, at fixed prices and of quality tried and approved for many years, on the oldest railways in this country.

RAYMOND & FULLERTON, 45 Cliff st

UNITED STATES CAR-SPRING COMPANY.

OFFICE 25 CLIFF ST., NEW YORK.

HAVING purchased Fuller's Patent for the United States for manufacturing INDIA RUBBER CAR SPRINGS, and erected an extensive Factory, with the most improved machinery, we are prepared to furnish to Railroad Companies and Car Builders, *Rubber Springs* of as good quality as ever before offered, and at the reduced price of *Fifty cents* per pound for *Cash*.

Only the *best quality* of Rubber is allowed to be used, and the manufacture of our Springs is under the supervision of one of the most experienced Rubber manufacturers in the United States.

We also manufacture all kinds of HOSE, not only for Railroad, but all other purposes, to which it can be applied; PACKING of all qualities and thickness, and BUCKETS of every size, of a superior quality. Terms favorable, and prices such as to offer great inducements to the public.

All orders promptly filled by addressing either the Selling Agent, D. S. DODGE, No. 25 Cliff street, or GEO. T. M. DAVIS, Secretary and General Agent.

DIRECTORS:

Anson G. Phelps, of N. Y. Wm. E. Dodge, of N. Y.
Alfred Kelley, of Ohio, Edmund Burke, of N. H.
Horace H. Day, of N. J. Geo. W. Pratt, of N. Y.
David S. Dodge, of New York.

DAVID S. DODGE, President.
GEORGE W. PRATT, Treasurer.
GEO. T. M. DAVIS,
Secretary and General Agent.
New York, May 18th, 1852. 3m

Measuring Tapes

OF the best quality for Surveyors and Engineers, manufactured by EDDY & WELLS,
6m*15 No. 7 Platt st., New York.

Zinc Paint.

THE NEW JERSEY ZINC COMPANY having enlarged their works are prepared to offer their valuable *Zinc Paints* at greatly reduced prices.

Their White Paints which are now sold at for No. 1, 9 cents, for No. 2, 8 cents, and for No. 3, 7 cents, are much cheaper than any preparations of white lead, as they cover from 40 to 50 per cent more surface. These paints do not change color when exposed to bilge water, coal gas or sulphurous vapors; and as they dry much harder, are more easily kept clean than other paints.

The Brown and Black Zinc Paints are peculiarly adapted to all kinds of iron works. Being oxide of zinc, they galvanize the iron and preserve it more effectually than any other covering, These are sold at 5½ cents, at which price they are the cheapest paints for outside work, such as depots, station houses, machine shops, bridges, etc.

These paints dry rapidly, forming very hard surfaces, which resist the action of the weather much longer and are more nearly *Fire Proof* than any other paints

MANNING & SQUIER, Agents,
Warehouse No. 45 Dey street,
Feb. 14. New York.

Ogden & Martin's ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our Cement for public works or other purposes. We warrant the cement equal in every respect to any manufactured in this country. It attains a great degree of hardness, setts immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, at their office by OGDEN & MARTIN, 104 Wall st.
February 16, 1850. 1y*

The above cement is used in most of the fortifications building by government.

CAR, LOCOMOTIVE, AND TENDER SPRING MANUFACTORY.

PHILADELPHIA, *March* 1, 1852.

We beg leave to present the following Certificates to the consideration of **Railroad Companies and Car Builders,** for the quality of **CAR, LOCOMOTIVE, AND TENDER SPRINGS** manufactured by us.

At the same time we would inform Railroad Companies and Car Builders that we have extended our works, and will be happy to execute any orders for Steel Springs for Cars, Locomotives, or Tenders, of any design or pattern which they may see proper to intrust to us, at the lowest prices, and on terms which will prove satisfactory.

From our long experience as Spring manufacturers, we are enabled to supply Railroad Companies with **Spring Steel,** of superior quality, *converted from Swede Steel Iron.*

The iron being imported direct from Stockholm by ourselves, and Converted and Rolled under our supervision. Yours respectfully,

JAMES JEFFRIES & SON,
REAR OF GIRARD HOUSE.

Philad'a, Feb. 27, 1852.

MESSRS. JAMES JEFFRIES & SON.

Gentlemen: In reply to your inquiries as to the character of the Springs furnished by you for Locomotive Engines and Tenders, I take pleasure in saying that I have found them, both in material and workmanship, superior to anything else of the kind that ever came under my notice. I have occasionally tried the Springs of other manufacturers, but in testing their elasticity and strength with the apparatus I have for that purpose, I have found none combining the requisites of a good spring, viz., lightness, elasticity, and durability, in so eminent a degree as yours.

I am using them exclusively under the Engines and Tenders of my make, and can safely recommend them to others.

Yours truly, M. W. BALDWIN.

—

Office, Penn'a Rail Road Co.
Philad'a, Feb. 26, 1852.

This is to certify, that James Jeffries & Son manufactured nearly all of the Steel Springs used on the Georgia Rail Road while I had charge of that work, and have also furnished those that have been used on the Pennsylvania Rail Road. The character of their work has always given entire satisfaction, and I cheerfully recommend their Springs to the patronage of Rail Road Companies and Car Builders.

J. EDGAR THOMSON,
Chief Engineer and President Penn'a Rail Road Co.

—

Office, Phil'a, Germantown & Norristown R. R. Co.
February 28, 1852.

This is to certify, that I have used the Steel Springs manufactured by Messrs. Jas. Jeffries and Son, for the Locomotives, Passenger, and Freight Cars of the above Road, during the last 12 years, and have always found them good and efficient Springs, giving general satisfaction. R. FRENCH.

—

Philadelphia, Feb. 23, 1852.

This is to certify, that we have used Car Springs made by James Jeffries & Son, for the period of twelve years, and find them a very superior article, so much so, that we shall always continue to use them. DUTILH, HUMPHREYS & CO.
Proprietors of Union Line of Trans. from Phila to Pittsburg.

—

Philadelphia, Feb. 27, 1852.

MESSRS. J. JEFFRIES & SON,

Gentlemen: We have been using your Steel Springs under our Cars for a number of years, they have given entire satisfaction, and have proved themselves superior to any other that we have used. Their good qualities should commend them to any who have need of an article so difficult to obtain perfect. Yours truly, HARRIS & LEECH,
Proprietors of Leech's Trans. Line from Phil'a to Pittsburg.

—

Richmond, Jan. 6, 1852.

MESSRS. JEFFRIES & SON: It affords me pleasure to say, that after some six or seven years' trial of your Springs, I find them superior to any other Springs we have used on our road, and are so well satisfied with their merits as to continue the use of them. I am, very respectfully yours,

THOMAS SHARP,
Superintendent R. P. & P. R. R.

—

Office, R. & P. R. R. Co.
Richmond, Va., Jan. 6, 1852.

TO MR. THOMAS JEFFRIES,

Dear Sir: I take pleasure in stating that the Springs made by the firm of which you are a member, and which I have been using for the last eight years on Locomotives and Tenders, and, also, on Passenger, Freight, and Coal Cars, have given the utmost satisfaction, and I consider them superior to any I have received from other establishments during the above period, and shall still continue to send you our orders for all we may want. Very respectfully yours,

THOMAS DODAMEAD,
Superintendent R. & P. R. R.

—

Superintendent's Office, C. R. R.
Savannah, Ga., Jan. 21, 1852.

This will certify, that Car and Locomotive Springs made by Messrs. James Jeffries & Son, of Philadelphia, have been in use on this road for a number of years, and have given entire satisfaction. W. M. WADLEY,
Superintendent.

Office, Petersburg R. R. Co.
Petersburg, Jan. 8, 1852.

The house of James Jeffries & Son, of Philadelphia, has made us a good many Car and Engine Springs, and I take great pleasure in stating that they have always turned out well, and I believe their work can not be surpassed by any in the country. H. D. BIRD,
President.

—

Office, Sup't T. & M. Power, So. Ca. R. R. Co.
Charleston, Jan. 21, 1852.

This is to certify, that the South Carolina Rail Road Company have for a number of years been using the Steel Springs manufactured by Messrs. J. Jeffries & Son, of Philadelphia, for their Locomotive Engines, and for both Passenger and Freight Cars, and I take pleasure in stating that they have given entire satisfaction, and recommend them to the patronage of all Rail Road Companies requiring such articles.

J. D. PETCH,
Sup't Trans. & Motive Power So. Ca. R. R. Co.

—

Philadelphia, Feb. 27, 1852.

This is to certify, that I have used Springs made by James Jeffries & Son for the period of five years, and consider them equal, if not superior to any others that I have had in use.

JOSEPH S. LEWIS,
Pennsylvania & Ohio Line.

—

Georgia Rail Road,
Augusta, Ga., Jan. 1, 1852

To whom it may concern.—We have used Springs manufactured by Messrs. James Jeffries and Son, for the Locomotives and Cars of our road for the last ten years, and have no hesitation in recommending them as having given general satisfaction. F. C. ARMS,
General Superintendent.

—

Macon & Western Rail Road,
Macon, Ga., Jan. 25, 1852.

MESSRS. J. JEFFRIES & SON,

Gentlemen: This Company has for several years purchased and used, under Cars and Engines, Steel Springs manufactured by you. We have also purchased from other manufacturers and made Springs ourselves.

Yours have given entire satisfaction, and have proved themselves equal, if not superior to any we have used. Their excellent qualities should commend them to all who have need of an article so difficult to obtain in perfection.

Yours, very respectfully, EMERSON FOOTE,
Superintendent.

—

Macon, Ga., January 24, 1852.

MESSRS. JAMES JEFFRIES & SON,

Gentlemen: In reply to your inquiries in reference to Steel Springs, I take pleasure in saying, that I have been in the way of observing Springs in use on Cars and Locomotives, on various Rail Roads, for seventeen years past, more particularly on the Central Rail Road of Georgia for eight years past, and during said seventeen years have been practically acquainted with your make of Springs, and I have no hesitation in saying, that your Springs with open work are the best Steel Springs I have ever used or seen in use.

Yours, respectfully, GEO. W. ADAMS,
Superintendent S. W. R. R. of Georgia.

—

Transpt. Office, W. & A. R. R.
Atlantic, Jan. 31, 1845.

MESSRS. JAMES JEFFRIES & SON,

Gentlemen: This road has used the Springs made by your firm since its first opening, under both Engine and Cars, and they have given entire satisfaction to all.

Very respectfully, WM. D. FULTON,
Superintendent.

—

Montgomery & West Point R. R. Co.
Montgomery, Ala., Feb. 23, 1852.

This may certify, that this Company have been for years using, both under their Engines and Cars, Springs from the manufactory of James Jeffries & Son, of Philadelphia, and are so well satisfied of their superiority that we can confidently recommend them to all companies in need of Springs.

SAMUEL G. JONES,
Engineer and Superintendent.

India-Rubber Car Springs.

THE following letter has been received by the New England Car Spring Company, from one of the largest and most respectable Car Builders in Philadelphia, to which the attention of Railroad Companies, Car Builders, and others, interested in the use of India-rubber Car Springs, is directed:—

PHILADELPHIA, Jan. 28, 1852.

F. M. Ray, Esq., President of the New England Car Spring Company. Dear Sir:—Having seen an advertisement in the Railroad Journal, of a Premium India-rubber Car Spring, made by H. H. Day of your city, we ordered some of them for the purpose of giving them a trial; but during the last severe cold weather we found some of them that were exposed to the cold, frozen completely stiff, and solid, their elasticity being entirely destroyed. And fearing to use springs affected by any extremes of cold or heat of the atmosphere, we shall have to return them, and depend upon you for springs as heretofore, believing yours to be the only reliable India-rubber Springs, under all circumstances, and in all states of the atmosphere, that have yet come under our notice.—Having used many hundreds of your springs during the three years last past, we have never known one of them to fail. And as we are determined to use none but the best material of every description in our business, you will oblige us by filling our orders for springs as soon as possible. Very respectfully,

Signed. KIMBALL & GORTON.

Our object in publishing the above is to prevent any of our other customers being misled by parties advertising to supply cheap India-rubber Springs.

NEW ENGLAND CAR SPRING CO.,
104 Broadway.

To Inventors.

$3,000 REWARD — TO MECHANICAL INVENTORS AND OTHERS.—In view of the many accidents occurring on Railroads, and with a desire to promote the safety and comfort of railway passengers, the undersigned proposes to offer for competition the following premiums:

$1,500 for the best invention for preventing loss of life from collisions, and from the breaking of axles and wheels.

$800 for the best method of excluding dust from cars when in motion.

$400 for the best railroad brake.

$300 for the best sleeping or night seat for railroad cars.

The premiums will be open for competition, from this date until the next annual Fair of the American Institute, where they are expected to be on exhibition: and no invention already introduced to the public will be entitled to compete for the prizes. It must be understood that these inventions are to be such as can be adopted and put into general use, the inventors in all cases retaining their right to patents.

The above will be left to the decision of competent judges, appointed by a Committee of the American Institute, to whom all applications on the subject must be addressed. F. M. RAY.

New York, January 1, 1852.

Freight Cars.

50 Eight Wheeled platform cars made in the most thorough manner of the best materials and style of construction – India-rubber springs. For sale, to be delivered immediately. ESSEX CO.,
Lawrence, Mass.
March 23 tf. GORDON McKAY, *Agent*

CHILLED RAILROAD WHEELS.—THE UNdersigned are now prepared to manufacture their Improved Corrugated Car Wheels, or Wheels with any form of spokes or discs, by a new process which prevents all strain on the metal, such as is produced in all other chilled wheels, by the manner of casting and cooling. By this new method of manufacture, the ubs of all kinds of wheels may be made whole—that is, without dividing them into sections—thus rendering the expense of banding unnecessary; and the wheels subjected to this process will be much stronger than those of the same size and weight, when made in the ordinary way.

A. WHITNEY & SON,
Willow St., below 13th,
Philadelphia, Pa.

To Car Builders and Railroad Companies.

The occupation of my time for some weeks past, in taking testimony to defend my rights, and the rights of the public against the "Combination," who are seeking to establish a monopoly, that they may extort their own prices for springs and other rubber goods, has prevented my noticing before two advertisements of F. M Ray and associates, stating that some of my springs froze, but which they have never returned, or proved to have been frozen, and the other denying that I obtained the premium of the American Institute, in October last, for the best car spring.

As an offset to that clumsy and transparent device, I submit the following, from Messrs. Lippincott & Miner, extensive Car Builders, of Mauch Chunk, Pa., one of my customers, who procured from me at the same time, and out of the same lot that Kimball & Gorton's were sent, SIX HUNDRED SPRINGS and used them in the coldest sections of that State. This I consider a sufficient answer to that manufactured certificate to break down individual energy and enterprise, and build up a vast monopoly.

"Mauch Chunk, Carbon Co., Pa.,
Feb. 20, 1852.

Mr. H. H. DAY:

Dear Sir—We have been using your make of Rubber Springs under the coal cars that we have been making this winter, and are satisfied that they are the BEST ARTICLES of the kind we have ever seen, and take pleasure in recommending them to those building railroad cars.

Yours respectfully,
LIPPINCOTT & MINER."

The fact that I am selling for fifty cents as good, if not better, springs, than the combination are charging seventy-five cents for, and that I now own the only original and genuine patent, will sufficiently explain to the Railroad public why they are resorting to such despicable means to prevent my Springs being tested, and their reputation established upon the different roads. I guarantee my Springs to stand all varieties of climate in the United States, and to wear as long as any other Rubber Spring in use on any of the roads in the Union.

I repeat to the public, that in October last, the American Institute awarded me the Premium for the best Car Spring after a fair test between mine and Ray's. By reference to the awards published by the Institute itself at that time, upon its own records, and in the papers in this city, this fact is established beyond dispute. By what process of legerdemain the New England Car Company may have procured the certificate they have published, I neither know or care. The difference is this, my award was made to me at the time, and in the same public manner, all other awards of the American Institute were made and published under their own direction. The award of the New England Car Company, if any such exist, must have been procured within a few days past, in a manner and by means, that to say the least of it, surrounds it with suspicion and distrust.

HORACE H. DAY,
No. 23 Courtlandt street, N. Y.

Spikes, Spikes, Spikes.

ANY person wishing a simple and effective Spike Machine, or a number of them, may be supplied by addressing J. W. FLACK, Troy, N. Y.
or, MOORE HARDAWAY, Richmond, Va.
March 6, 1850

To Car Builders and Railroad Companies.

THE subscriber is now part owner of "Fuller's Patent India Rubber Car Springs," and cautions all persons interested of his determination to maintain his rights under this patent. Fuller's patent is the original, first, and only genuine patent. Extensive arrangements are made to supply the springs to car builders, railroad companies, and all who require the use of this patent.

The price is fixed at 50 cents per pound, including the privilege to use the patent.

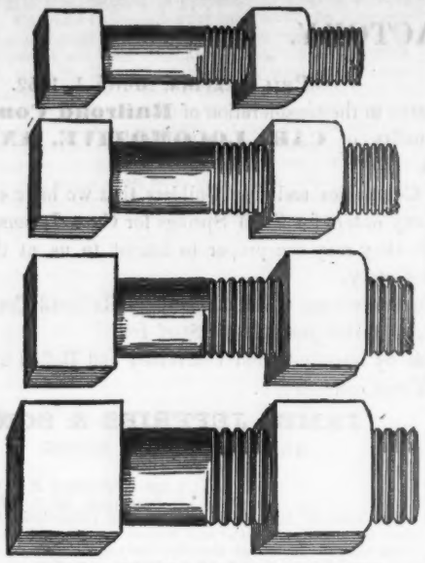
The American Institute have just awarded the advertiser the first premium for best India rubber car springs.

Orders from any part of the United States, giving the exact size of the pieces of rubber required, will be promptly executed.

No other person has authority to make or vend the India rubber car springs, which operate by compression of the rubber.

HORACE H. DAY,
Oldest manufacturer of India rubber now in the business in the United States, and owner of nineteen India rubber patents. Warehouse 23 Courtlandt street, New York.

BOSTON BOLT COMPANY,



BOSTON, MASSACHUSETTS.

MANUFACTURE

Screw Bolts of all kinds,

Suitable for Steam Engines & all kinds of Machinery.

Also, Car Bolts, Bridge Bolts, and Bolts for Buildings, etc, etc.

All kinds of neat forgings of Bolts to gauges and patterns for Locomotive Engines, etc., etc.

N.B.—This Company manufacture, also, the most complete Slide Lathe, and at the last Franklin Institute Fair, were awarded a Premium for the superiority both of construction and design of the same.

N. A. BARRETT, Agent,
75 State Street, Bosto .

To Telegraph Companies.
TELEGRAPH WIRE.

ORDERS taken for all numbers of best quality of English Telegraph Wire. Samples at the office of the Subscribers. JRE, CARMER & CO.,
6m*14 75 Broad st., New York.

RAILROAD CAR AND COACH TRIMMINGS.
Doremus & Nixon,

21 PARK PLACE
AND
18 MURRAY STREET,
IMPORTERS AND FURNISHERS
HAVE FOR SALE

Plain Garnet Plush.	Fig. Garnet Plush (Butterfly pat.
" Crimson "	" Crimson " (Elegant.
" Scarlet "	" " " (Gen. Taylor.

BROCATELLES.

Crimson Silk Brocatelles.	Gold and Maroon do.
Gold and Blue "	" Brown "
Silk and Wool "	of every color.

MOQUETTS,
Of elegant designs and colors.
GERMAN CLOTH FOR CAR LININGS.

The most beautiful goods ever shown in this country, and the subscribers are the sole agents for the sale of them.

Oil cloths Enamelled with Gold. } These goods can be
" " Silver. } furnished in any
Do. Silver ground velvet printed. } dimensions req'd.

CURLED HAIR
Of every description and quality.
New York, 1850. 1y16

Nashua Iron Co.,
NASHUA, NEW HAMPSHIRE.

MANUFACTURERS of Bowling, Pembroke and Lowmoor Locomotive Tires, Engine Frames, Crank and Car Axles, Wrought Iron Shafting of all sizes, Shapes of all descriptions used in Machine shops and upon Railways.

FRANKLIN MONROE, Treasurer.
Messrs. Fullerton & Raymond, Agents, Boston.
" Raymond & Fullerton, " New York
Orders received by the Treasurer at Nashua, N.H. or by the Agents in Boston or New York.

India-rubber Car Springs.

THE New England Car Spring Co. are in the receipt of testimonials of the quality of their Springs from sources *which can be relied on.* The following is from Mr. G. W. Whistler, Jr, Supt. New York and New Haven railroad:

New York and New Haven Railroad,
Supt's. Office, New Haven, March 12, 1852.
To MR. F. M. RAY, 104 Broadway, N. Y.:

In answer to your letter of yesterday, I would say, that we have used your India Rubber Springs, under our care, with great success. We have had an opportunity of trying other India Rubber Springs in large quantities, but have never found them to equal your Springs.

Very respectfully, your obedient servant,
[Signed] GEO. W. WHISTLER, Jr., Supt.

The following is from Wm. Ettinger & Co., of Richmond, Va.:

Richmond, March 13, 1852.

F. M. RAY, Esq.:

Dear Sir:—In reply to yours of the 11th inst. we take pleasure in stating that we have during the past 18 months applied your Springs both for bearing and buffer Springs, to some 65 freight and passenger cars, and have found them to give the utmost satisfaction to the companies on whose roads they have been placed, and we shall continue to use them in preference to any others which we have seen.

Yours respectfully,
WM. ETTINGER & CO.

HUDSON RIVER R.R. OFFICE, 68 WAREEN ST.
New York, March 5, 1852.

F. M. RAY, ESQ.

DEAR SIR: Since my connection with this road, I have watched with much interest the matter of Rubber Springs for railroad cars. I have no hesitation in saying that your Spring is incomparably the best article which I have seen or used. I have tried others and found them to fail under pressure, or to freeze in cold weather and become worse than useless. I should prefer using yours at double their cost, to employing any other rubber spring which has fallen under my notice. Your Springs possess the rare quality of preserving their elasticity at all temperatures.

Yours, etc. OLIVER H. LEE,
Late Sup't Hudson River Railroad.

Rubber Springs.

TO RAILROAD COMPANIES, CAR BUILDERS AND OTHERS.—In an advertisement in the last Railroad Journal, Mr. Day endeavors to enlist the sympathies of the consumers of India-rubber Springs in his favor, by endeavoring to persuade them that he is their champion against monopoly, forgetting, I presume, that he has on more than one occasion offered to compromise with me, and using, as an argument, that in such case I could obtain the *entire* monopoly of the business, and sell the Springs at any price, which I declined to do—relying upon my rights and the superiority of my Springs.

Mr. Day has for months past been trumpeting to the world the fabricated statement that the American Institute in October last, awarded to him the *first* premium for the best India rubber Car Spring. The premium for the best India-rubber Spring with the diploma was awarded to *myself.* Mr. Day now turns upon the American Institute and insinuates that that body has been guilty of foul play. I call the attention of the public both to Mr. Day's attempted deception, and to the mode in which he now tries to get out of the scrape when convicted of it, by impeaching the character of the American Institute, the very umpire selected by himself.

Netther Day nor Fuller have a shadow of a right to the patent for an India-rubber Spring, nor to the composition of which it is made; and all Railroad companies and *responsible* parties, infringing my rights, (which are now vested in the New England Car Spring Company,) will be prosecuted.

F. M. RAY, 104 Broadway,
New York.

RAILROAD
India-rubber Springs.

IF any Railroad Company or other party desires it, the NEW ENGLAND CAR SPRING CO. will furnish India-rubber Car Springs made in the form of washers, with metalic plates interposed between the layers, or in any other form in which they can be made; in all cases guaranteeing the right to use the same against any and all other pretended rights or claims whatsoever.

F. M. Ray, 104 Broadway, New York.

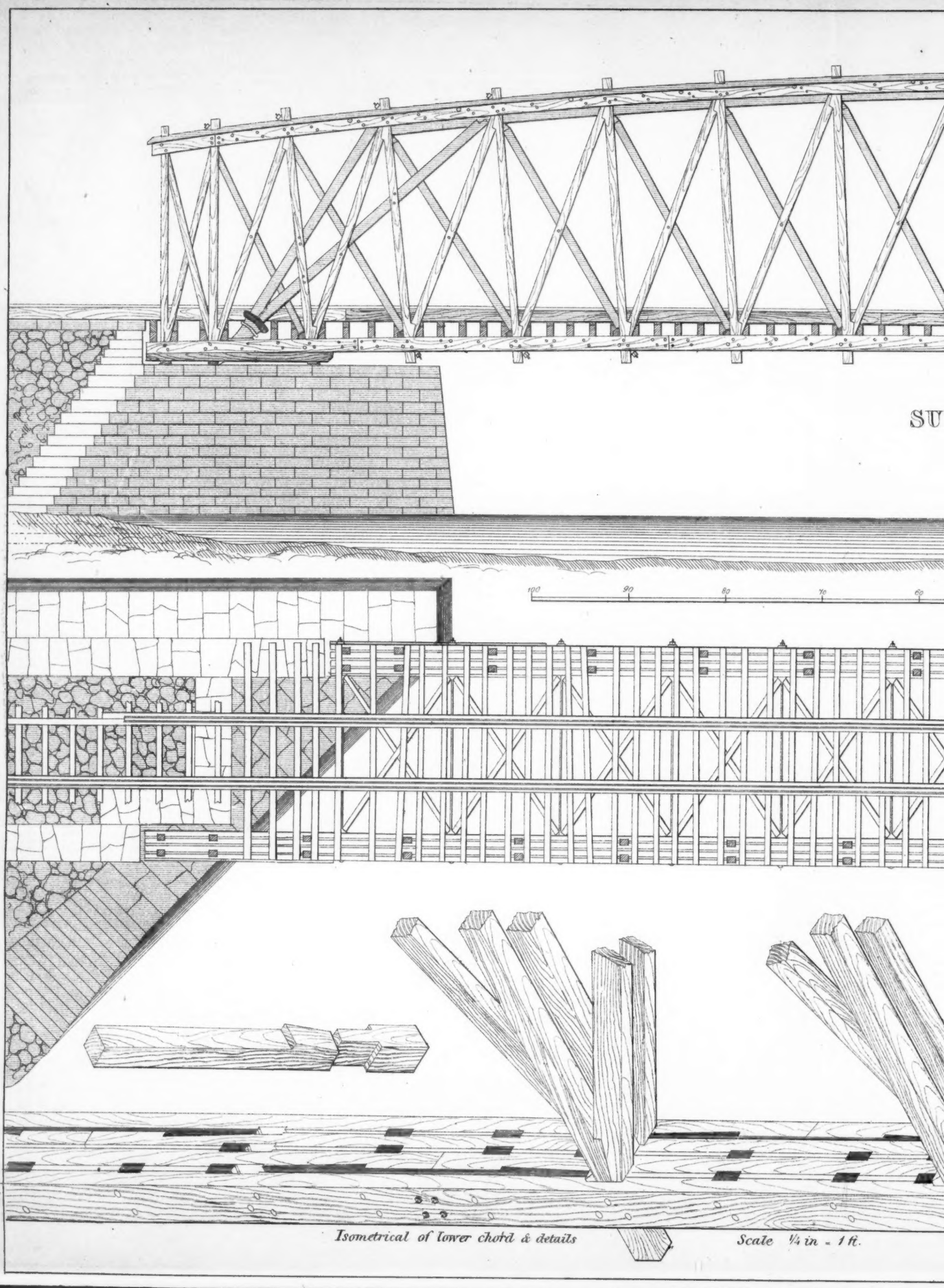


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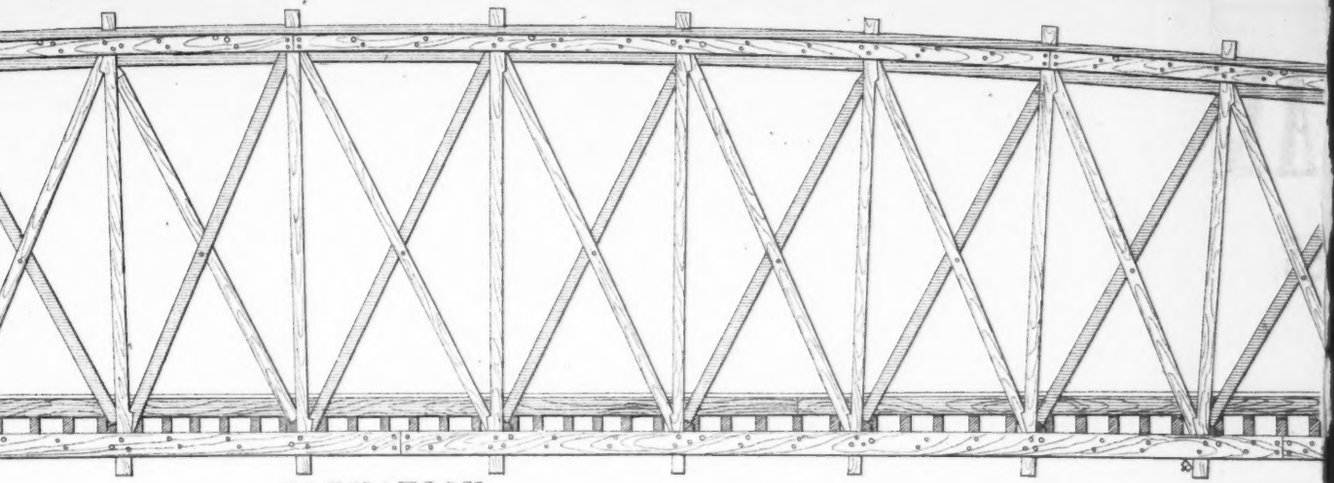
Plate Nº 5.

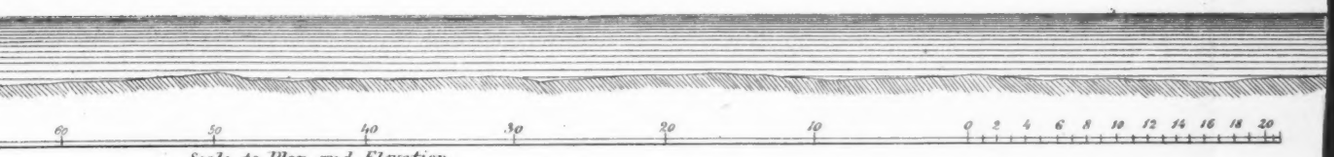


ELEVATION

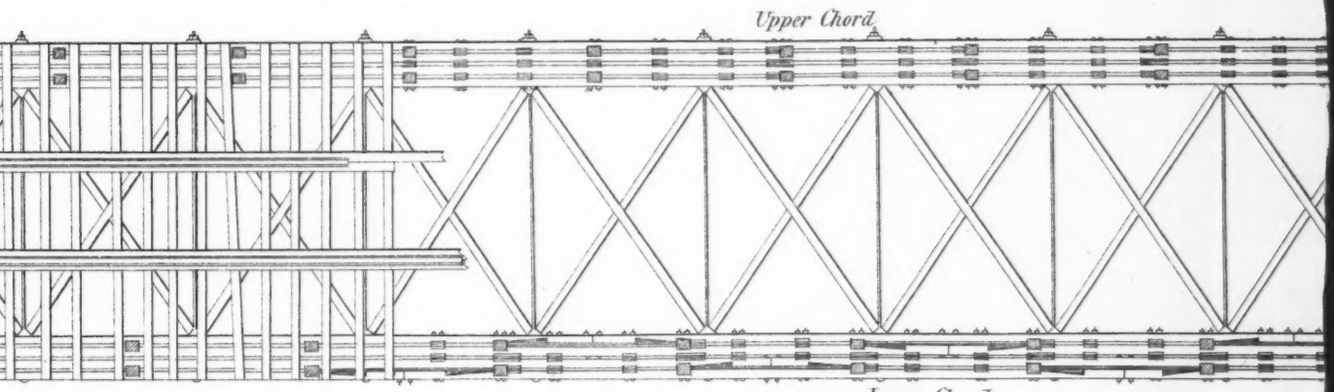
OF

SUSQUEHANNA BRIDGE N.Y. & E.R.R.

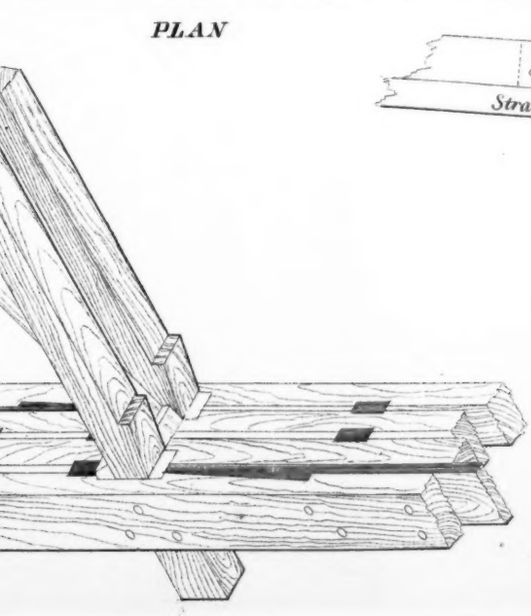
as built on Mr. Callum's Patent 1851.

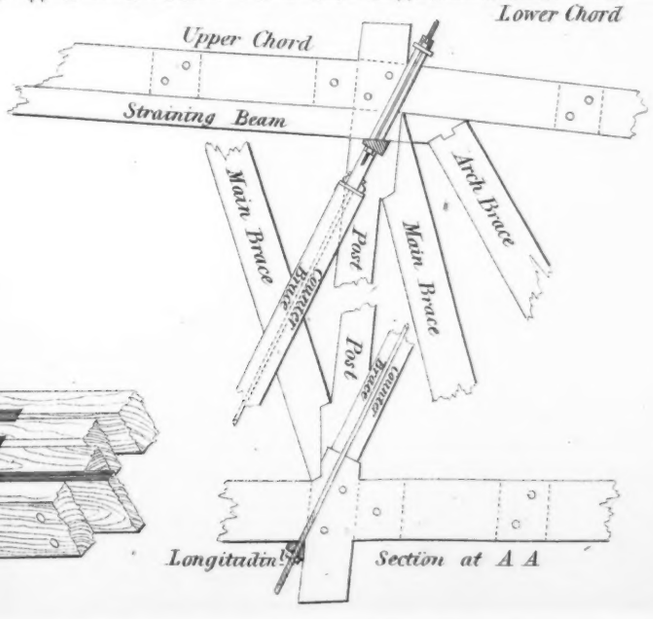


Scale to Plan and Elevation



PLAN





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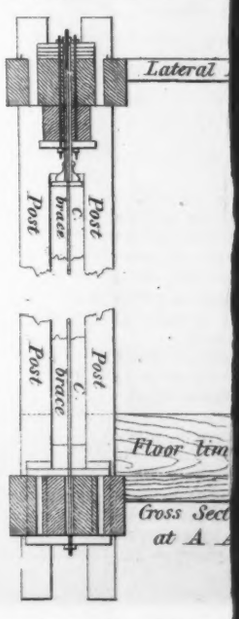

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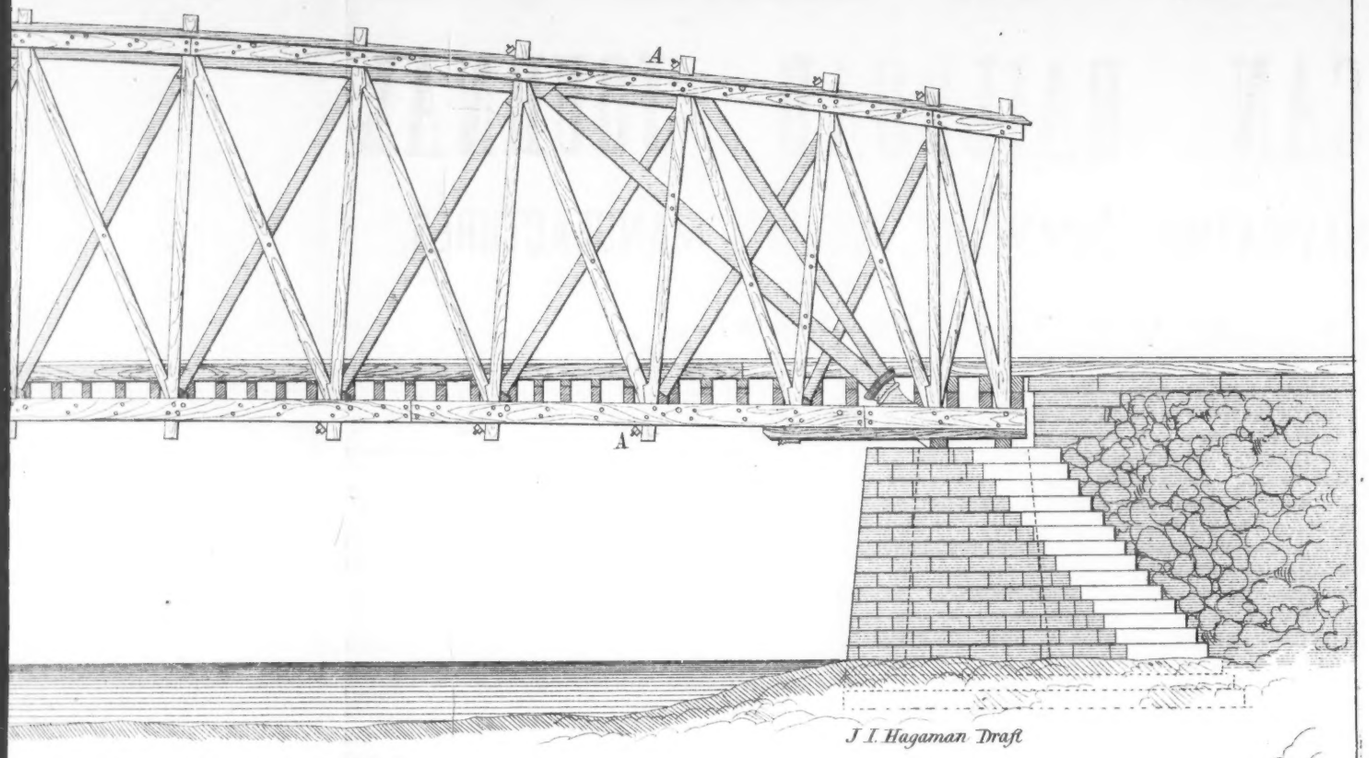
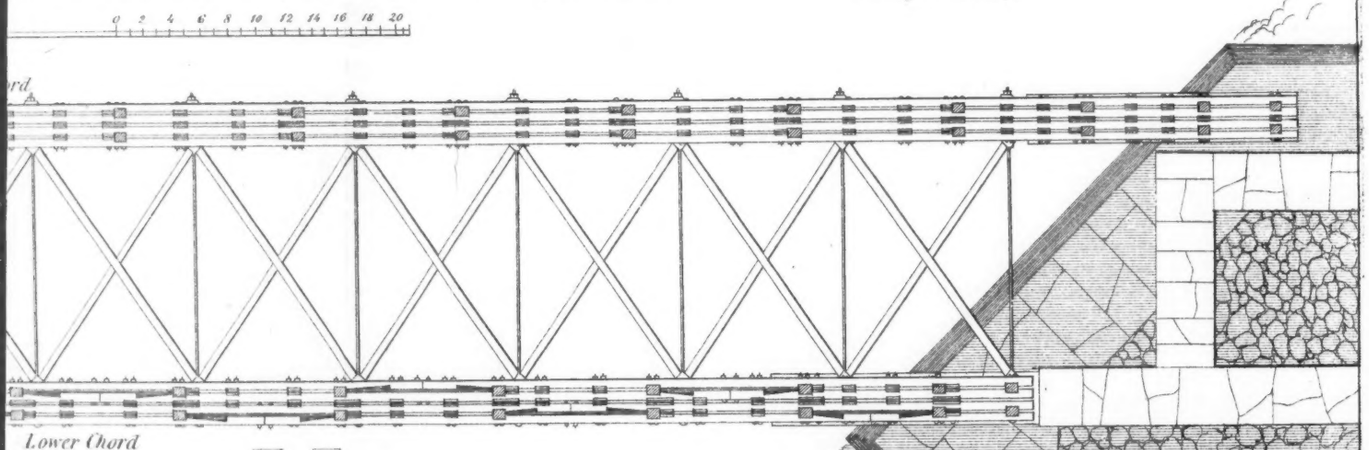
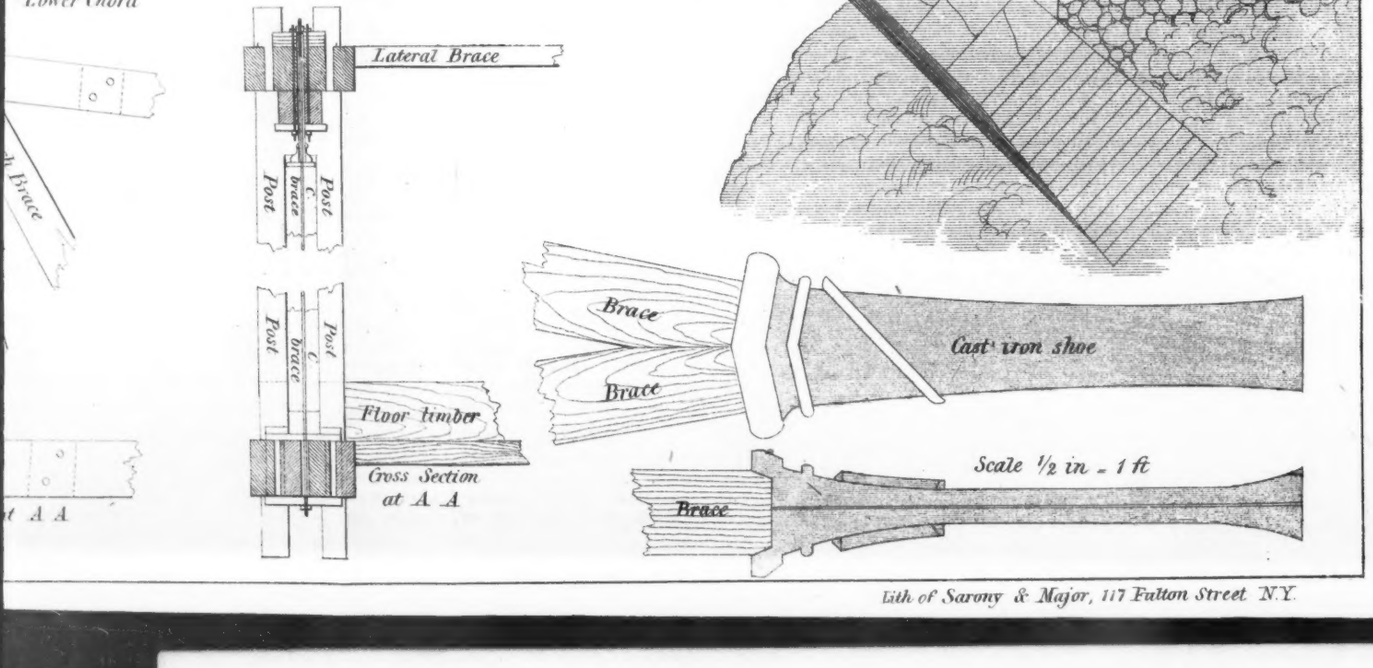


J. I. Hagaman Draft



Lower Chord



Lith of Sarony & Major, 117 Fulton Street N.Y.